# **NACOmatic**

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42J	-	351	N	NPA	-	710
5 <b>4</b> J	-	105	N	VQX	-	334
68J	-	844	N	NRB	-	402
AAF	-	36	N	<b>ISE</b>	-	529
APF	-	536	C	)BE	-	557
AVO	-	44	C	OCF	-	553
BCT	-	52	C	NMC	-	675
BKV	-	60	C	OPF	-	480
BOW	-	46	C	ORL	-	638
CEW	-	83	P	PAM	-	687
CGC	-	89	P	PBI	-	972
CHN	_	960	Т.	o C™	_	740

NDZ

NIP

523

297

2R4

40J

522

738

158

996

207

273

394

231

217

259

559

275

359

355

**FXE** 

GIF

GNV

HEG

HRT

**HST** 

HWO

IMM

ISM

JAX

LAL

LCQ

CHN	-	960	PCM	-	740
CLW	-	65	PFN	-	700
COF	-	68	PGD	-	764
COI	-	421	PHK	-	678
CRG	-	264	PIE	-	803
CTY	-	87	PMP	-	745
DAB	-	90	PNS	-	729
		400			400

CLW	-	65	PFN	-	700
COF	-	68	PGD	-	764
COI	-	421	PHK	-	678
CRG	-	264	PIE	-	803
CTY	-	87	PMP	-	745
DAB	-	90	PNS	-	729
DED	-	107	RSW	-	187
DTS	-	112	SEF	-	785
EGI	_	925	SFB	_	658

COI	-	421	PHK	-	678
CRG	-	264	PIE	-	803
CTY	-	87	PMP	-	745
DAB	-	90	PNS	-	729
DED	-	107	RSW	-	187
DTS	-	112	SEF	-	785
EGI	-	925	SFB	-	658

CII	-	0/	PMP	_	743
DAB	-	90	PNS	-	729
DED	-	107	RSW	-	187
DTS	-	112	SEF	-	785
EGI	-	925	SFB	-	658
T37 7T)		E4C	COT		700

DAB	-	90	PNS	-	729
DED	-	107	' RSW	-	187
DTS	-	112	SEF	-	785
EGI	-	925	SFB	-	658
EVB	_	546	S GC.T	_	788

DTS	-	112	SEF	-	785
EGI	-	925	SFB	-	658
EVB	-	546	SGJ	-	788
EYW	_	330	SPG	-	794

EVB	-	546	SGJ	-	788
EYW	_	330	SPG	_	794
F45	-	962	SRQ	-	773

F45	-	962	SRQ	-	773
FHB	-	117	SUA	-	823
FLL	-	120	TIX	-	907

_						
F	$^{ m LL}$	-	120	TIX	-	907
F	'ΜΥ	-	175	TLH	_	831
F	'PR	-	199	TMB	_	501

TNT

TPA

TPF

TTS

VDF

VNC

VPS

VQQ

VRB

X04

X07

X14

520

863

893

918

900

949

930

307

953

743

358

353

NAME

17 DEC 2009 to 14 JAN 2010

APALACHICOLA, FL

### **ALTERNATE MINS**



ALTERNATE MINIMUMS

RNAV (GPS) Rwy 171

RNAV (GPS) Rwy 351

VOR-A3

BOB SIKES ...... ILS Rwv 1712

<sup>1</sup>NA when local weather not available.

INSTRUMENT APPROACH PROCEDURE CHARTS

# IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME

CRESTVIEW.FL

<sup>2</sup>Category D 700-2

ALTERNATE MINIMUMS

RNAV (GPS)-B

RNAV (GPS) Rwy 6

RNAV (GPS) Rwy 13

RNAV (GPS) Rwy 24 RNAV (GPS) Rwv 31

APALACHICOLA RGNL .....RNAV (GPS)-A

CHRISTIANSTED, ST. CROIX, VI

<sup>1</sup>NA when control tower closed.

HENRY E ROHLSEN ...... ILS or LOC Rwy 101

<sup>2</sup>Category A,B, 1200-2; Category C,D, 1200-3.

<sup>3</sup>Category A,B, 1000-2; Category C,D, 1000-3.

<sup>4</sup>Category A.B. 900-2: Category C.D. 900-3.

NA when local weather not available.	<sup>3</sup> Category D, 800-2¼.
BARTOW, FL	DAYTONA BEACH, FL
BARTOW MUNI RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 9L	DAYTONA BEACH INTL ILS or LOC Rwy 7L1 LOC BC Rwy 25R1
RNAV (GPS) Rwy 9L RNAV (GPS) Rwy 23	VOR Rwy 16 <sup>2</sup>
RNAV (GPS) Rwy 27R	<sup>1</sup> NA when local weather not available.
NA when local weather not available.	<sup>2</sup> Category D, 800-2¼.
BROOKSVILLE, FL	DELAND, FL
HERNANDO COUNTY RNAV (GPS) Rwy 3	DELAND MUNI- SIDNEY H.
RNAV (GPS) Rwy 9	TAYLOR FIELDRNAV (GPS) Rwy 5
RNAV (GPS) Rwy 21 RNAV (GPS) Rwy 27	RNAV (GPS) Rwy 12
NA when local weather not available.	RNAV (GPS) Rwy 23 RNAV (GPS) Rwy 30
	NA when local weather not available.
CHARLOTTE AMALIE, ST. THOMAS, VI	
CYRIL E. KING ILS Rwy 101, 700-2	FORT LAUDERDALE, FL
<b>VOR-A</b> , 1200-3	FORT LAUDERDALE
<sup>1</sup> NA when control tower closed.	EXECUTIVE ILS or LOC Rwy 8 ILS, Category D, 700-2.

NDB Rwy 10<sup>12</sup>

VOR Rwy 2814

RNAV (GPS) Rwy 103

VOR Rwv 27R<sup>2</sup> <sup>1</sup>ILS, Categories A,B,C, 700-2, Category D, 700-2\( LOC. Category D. 800-2\( \).

FORT LAUDERDALE-HOLLYWOOD

INTL .....ILS or LOC Rwv 9L1

ILS or LOC Rwy 27R1

LOC Rwy 9R<sup>2</sup>

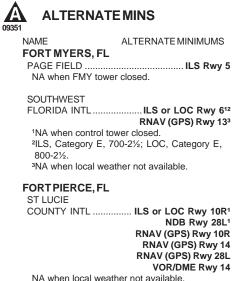
LOC/DME Rwy 132

RNAV (GPS) Rwy 132

RNAV (GPS) Y Rwy 9R2

RNAV (GPS) Z Rwy 9L<sup>2</sup> RNAV (GPS) Rwy 27L2 RNAV (GPS) Y Rwy 27R2 RNAV (GPS) Rwy 312

RNAV (RNP) Z Rwy 27R, 800-21/4



#### GAINESVILLE, FL

<sup>1</sup>NA when control tower closed

GAINESVILLE RGNL ........ RNAV (GPS) Rwy 7<sup>1</sup>
RANV (GPS) Rwy 25<sup>1</sup>
VOR Rwy 25<sup>2</sup>

<sup>1</sup>NA when local weather not available. <sup>2</sup>Categories A,B, 900-2; Category C 900-2½.

#### JACKSONVILLE, FL

CECIL FIELD ...... ILS or LOC RWY 36R NA when control tower closed.

NA when local weather not available.

CRAIG MUNI	ILS or LOC Rwy 32
	RNAV (GPS) Rwy 141
	RNAV (GPS) Rwy 32
	VOR Rwy 14 <sup>1</sup>
	VOR/DME Rwy 32

NA when local weather not available. 
¹Category C. 800-2½; Category D. 800-2½.

Category C, 800-21/4; Category D, 800-21/2.

JACKSONVILLE INTL .....ILS Rwy 7<sup>1</sup>
ILS Rwy 13<sup>2</sup>
ILS or LOC Rwy 25<sup>2</sup>

RADAR-13

RNAV (GPS) Rwy 31<sup>4</sup> VOR/DME Rwy 31<sup>3</sup>

<sup>1</sup>ILS, Category D, 700-2, Category E,800-2<sup>3</sup>/<sub>4</sub>. LOC, Category E, 800-2<sup>3</sup>/<sub>4</sub>.

<sup>2</sup>ILS, Category D, 700-2.

3Category E, 800-23/4.

<sup>4</sup>NA when local weather not available.

A

NAME ALTERNATE MINIMUMS

KEY WEST, FL

KEY WEST INTL .......RNAV (GPS) Rwy 9

RNAV (GPS) Rwy 27

NA when local weather not available.

#### LAKELAND, FL

LAKELAND LINDER RGNL . ILS or LOC Rwy 5
NDB Rwy 5
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 27
VOR Rwy 9
VOR Rwy 27

NA when control tower closed. 
¹Category C 800-2½; Category D, 800-2½.

#### LEESBURG, FL

LEESBURG INTL ...... RNAV (GPS) Rwy 3

RNAV (GPS) Rwy 13

RNAV (GPS) Rwy 31

NA when local weather not available.

#### MARATHON, FL

THE FLORIDA KEYS MARATHON ....... NDB-A
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 31

NA when local weather not available.

#### MARCO ISLAND, FL

MARCO ISLAND ...... VOR/DME Rwy 17 Category D, 800-21/4.

#### MAYAGUEZ, PR

EUGENIO MARIA

#### MERRITT ISLAND, FL

## **ALTERNATE MINS**



09351 NAME **ALTERNATE MINIMUMS** 

KENDALL-TAMIAMI

MIAMI. FL

EXECUTIVE ..... ILS or LOC Rwy 9R1

RNAV (GPS) Rwy 9L RNAV (GPS) Rwy 9R RNAV (GPS) Rwy 27L

RNAV (GPS) Rwv 27R NA when local weather not available. <sup>1</sup>Category D. 700-2.

MIAMI INTL .....ILS or LOC Rwy 271 ILS or LOC Rwv 30<sup>2</sup> <sup>1</sup>NA when local weather not available.

<sup>2</sup>Categories A.B. 900-2: Category C 900-21/2:

Category D, 900-23/4.

OPA LOCKA ..... ILS Rwy 9L

ILS Rwv 12 ILS/DME Rwv 27R NA when control tower closed.

NAPLES.FL NAPLES MUNI... .....RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 23

NA when local weather not available. OCALA, FL

OCALA INTL-JIM TAYLOR FIELD.. ..... ILS or LOC/DME Rwy 36 RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36 VOR Rwy 36 NA when local weather not available

OKEECHOBEE.FL OKEECHOBEE COUNTY... RNAV (GPS) Rwy 5 RNAV (GPS) Rwv 23 NA when local weather not available.

ORLANDO.FL

ILS. 700-2.

17 DEC 2009 to 14 JAN 2010

EXECUTIVE .....ILS or LOC Rwy 7 LOC BC Rwv 25

VOR/DME Rwv 7 VOR/DME Rwy 25 <sup>1</sup>Category D, 800-21/2.

> ILS or LOC Rwy 17R ILS or LOC Rwy 18R ILS or LOC Rwy 35L ILS or LOC Rwy 35R

ORLANDO INTL .....ILS or LOC Rwy 17L

ILS or LOC Rwy 36R

**ALTERNATE MINIMUMS** NAME ORLANDO, FL (CON'T)

ORLANDO SANFORD INTL ..... ILS or LOC Rwv 9L12

ILS or LOC Rwy 27R12

<sup>1</sup>NA when local weather not available.

NDB-C<sup>2</sup> RNAV (GPS) Rwv 9L1 RNAV (GPS) Rwv 9R1 RNAV (GPS) Rwy 27R1

ILS or LOC Rwy 9R12

NDB-B<sup>2</sup>

NDB Rwv 14<sup>1</sup>

VOR Rwy 8<sup>2</sup>

RNAV (GPS) Rwy 6

RNAV (GPS) Rwv 15

RNAV (GPS) Rwv 24

VOR Rwy 4

VOR Rwy 22

VOR or TACAN-A3

VOR or TACAN Rwy 321

<sup>2</sup>NA when control tower closed

PANAMA CITY, FL PANAMA CITY-BAY

COUNTY INTL ..... ILS Rwy 1412

VOR or TACAN Rwv 141

RNAV (GPS) Rwy 144 RNAV (GPS) Rwv 324 <sup>1</sup>NA when control tower closed. 2ILS, Category D, 700-2. 3Category D, 800-21/4.

PENSACOLA RGNL ...... ILS or LOC Rwy 171

<sup>4</sup>NA when local weather not available. PENSACOLA, FL

<sup>1</sup>NA when Pensacola tower closed. <sup>2</sup>Category D, 800-21/4.

POMPANO BEACH, FL POMPANO BEACH AIRPARK ..... LOC Rwy 151

RNAV (GPS) Rwy 33 NA when local weather not available.

<sup>1</sup>NA when control tower closed.

PUNTA GORDA, FL

CHARLOTTE COUNTY ...... RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 15 RNAV (GPS) Rwy 22

RNAV (GPS) Rwv 33

NA when local weather not available.

ST. AUGUSTINE, FL

ST. AUGUSTINE ..... RNAV (GPS) Rwy 131

RNAV (GPS) Rwy 311 VOR Rwy 13<sup>2</sup> VOR Rwy 31<sup>2</sup>

<sup>1</sup>NA when local weather not available. <sup>2</sup>NA when control tower closed

<sup>4</sup>Category E, 1000-3. 5Category D, 800-21/4.





ALIERNATEWINS	4
NAME ALTERNATE MINIMUMS ST. PETERSBURG, FL	NAME ALTERNATE MINIMUMS TAMPA, FL
ALBERTWHITTEDRNAV (GPS) Rwy 7 RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36 VOR Rwy 18	TAMPAINTL ILS or LOC Rwy 18R ILS or LOC Rwy 36L RNAV (GPS) Rwy 18R RNAV (GPS) Rwy 36L
NA when local weather not available.	RNAV (GPS) Rwy 36R Category E, 1000-3.
ST. PETERSBURG-CLEARWATER, FL ST. PETERSBURG- CLEARWATER INTL	PETER O KNIGHT
<sup>1</sup> Category E, 1000-3. <sup>2</sup> NA when local weather not available. <sup>3</sup> Categories A,B, 1000-2;Category C, 1000-2 <sup>3</sup> / <sub>4</sub> ; Category D, 1000-3.	RNAV (GPS) Rwy 23  NA when local weather not available.  ¹ILS,Categories B, C, 800-2.  TITUSVILLE, FL
SAN JUAN, PR LUIS MUNOZ MARIN INTLILS Rwy 10¹ VOR or TACAN Rwy 8² VOR or TACAN Rwy 10² VOR or TACAN Rwy 26² ¹ILS, Category E, 700-2¼. LOC, Category E, 800-2¼. ²Category E, 900-3.	SPACE COAST RGNL ILS or LOC Rwy 36¹ RNAV (GPS) Y Rwy 9² RNAV (GPS) Y Rwy 18² RNAV (GPS) Z Rwy 18³ RNAV (GPS) Rwy 36² ¹ILS, 700-2, LOC,NA when control tower closed. ²NA when local weather not available. ³NA when control tower closed.
SARASOTA(BRADENTON), FL SARASOTA/ BRADENTON INTLILS or LOC Rwy 14¹ ILS or LOC Rwy 32¹ VOR Rwy 32² ¹NA when control tower closed. ²Categories A,B, 900-2; Category C, 900-2½;	VERO BEACH, FL  VERO BEACH MUNI
Category D, 900-234.  TALLAHASSEE, FL  TALLAHASSEE RGNL ILS or LOC Rwy 27123 ILS or LOC/DME Rwy 361 NDB Rwy 361 RNAV (GPS) Rwy 185 RNAV (GPS) Rwy 275 VOR/DME or TACAN Rwy 364 VOR Rwy 1815	WEST PALM BEACH, FL  PALM BEACH INTL ILS or LOC Rwy 10L¹ ILS or LOC Rwy 28R¹ RNAV (GPS) Y Rwy 14² VOR Rwy 14³ ¹ILS, Categories C,D, 700-2. ²Category D, 800-2½. ³Category A,B, 900-2;Category C, 900-2½; Category D, 900-2¾.
¹NA when control tower closed. ²NA when local weather not available. ³ILS,Categories A,B, 800-2; ILS,LOC,Category C, 800-2¼; Category D, 800-2½; Category E, 1000-3.	WINTER HAVEN, FL WINTER HAVEN'S GILBERTRNAV (GPS) Rwy 111 VOR/DME-A
	0 / 0 000 01/

Category D, 800-2¼. 

¹NA when local weather not available.

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## DAYTONA BEACH, FL DAYTONA BEACH INTI

Amdt. 8B, SEP 25, 2008 (FAA)

ELEV 34

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RADAR-1 125.72 379.95 \( \overline{\psi} \)

				HAI	I			HAI	
			DA/	HAT	h/		DA/	HATI	1/
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	25R	AB	<b>620</b> -1	586	(600-1)	С	620-11/2	586	(600-11/2)
		D	620-13/4	586	(600-13/4)				
	34	AB	<b>580</b> -1	546	(600-1)	С	<b>580</b> -1½	546	(600-11/2)
		D	580-13/4	546	(600-13/4)				
	16	AB	<b>640</b> -1	607	(700-1)	С	640-13/4	607	(700-13/4)
		D	<b>640</b> -2	607	(700-2)				
	7L	ABC	<b>480</b> /40	450	(500-3/4)	D	<b>480</b> /50	450	(500-1)
CIRCLING	3	AB	<b>640</b> -1	606	(700-1)	С	640-13/4	606	(700-13/4)
		D	<b>640</b> -2	606	(600-2)				

For inoperative MALSR, increase S-ASR 7L visibility CATS A/B/C to RVR 5000.

## DELAND, FL

Amdt. 3, AUG 10, 2000 (FAA)

ELEV 80

шлт,

#### **DELAND MUNI/SIDNEY H. TAYLOR FIELD** RADAR- 125.35 322.3 ▼ \Lambda NA

			DA/	HATh/	DA/	HATh	1	
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	23	AB	<b>480</b> -1	401 (400-1)	CD	480-11/4	401	(400-11/4)
CIRCLING	3	Α	<b>560</b> -1	480 (500-1)	В	<b>580</b> -1	500	(500-1)
		С	620-11/2	540 (600-1½)	D	<b>680</b> -2	600	(600-2)

Use Daytona Beach Intl altimeter setting.

#### FERNANDINA BEACH, FL FERNANDINA BEACH MUNI RADAR- 127.0 🛕

Amdt. 4A, MAR 16, 1998 (FAA)

ELEV 16

	<del>_</del>		DA/	HAT/			DA/	HAT/	
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	13	Α	<b>580</b> -1	564	(600-1)	В	580-11/4	564	(600-11/4)
		С	580-11/2	564	(600-11/2)	D	<b>580</b> -2	564	(600-2)
CIRCLING	3	Α	<b>580</b> -1	564	(600-1)	В	580-11/4	564	(600-11/4)
		С	<b>580</b> -1½	564	(600-1½)	D	<b>580</b> -2	564	(600-2)

#### JACKSONVILLE INTL ALTIMETER SETTING MINIMUMS

ASR	13	Α	600-1	584	(600-1)	В	600-11/4	584	(600-11/4)
		С	600-11/2	584	(600-11/2)	D	<b>600</b> -2	584	(600-2)
CIRCLING	3	Α	<b>600</b> -1	584	(600-1)	В	600-11/4	584	(600-11/4)
		С	600-11/2	584	(600-11/2)	D	<b>620</b> -2	604	(700-2)

Straight-in minimums not authorized at night.

Obtain local altimeter setting on CTAF, when not received, use Jacksonville Intl altimeter setting minimums.

GAINESVILLE, FL GAINESVILLE RGNL RADAR- 118.175 338.25 ▼

Orig, OCT 7, 1999 (FAA)

FI FV 152

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT <i>I</i> HATh <i>I</i> HAA CEIL-VIS	CAT	DA/	HAT/ HATh/ HAA CEIL-VIS
		CAT					
ASR	29	Α	520-1/2	398 (400-½)	В	520-¾	398 (400-3/4)
		С	<b>520</b> -1	398 (400-1)	D	<b>520</b> -1½	398 (400-1½)
	11	Α	<b>700</b> -1	552 (600-1)	В	700-11/4	552 (600-11/4)
		С	700-11/2	552 (600-1)	D	<b>700</b> -2	552 (600-2)
CIRCLING	3	Α	<b>700</b> -1	548 (600-1)	В	700-11/4	548 (600-11/4)
		С	700-11/2	548 (600-1½)	D	<b>740</b> -2	588 (600-2)

JACKSONVILLE, FL CRAIG MUNI

Amdt 1, DEC 30, 1999 (FAA)

ELEV 41

HAT/

RADAR- 124.9 347.8 🔻

			DA/	HATh/		DA/	HATh/
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA CEIL-VIS	CAT	MDA-VIS	HAA CEIL-VIS
ASR	32	Α	460-1/2	419 (500-1/2)	В	460-3/4	419 (500-3/4)
		С	<b>460</b> -1	419 (500-1)	D	460-11/2	419 (500-11/2)
CIRCLING	3	Α	<b>500</b> -1	459 (500-1)	В	580-11/4	539 (600-11/4)
		С	<b>580</b> -1½	539 (600-1½)	D	<b>600</b> -2	559 (600-2)

HAT/

JACKSONVILLE, FL JACKSONVILLE INTL

Amdt. 6C, DEC 17, 2009 (FAA)

ELEV 30

RADAR- 119.0 123.8 377.05 322.4 335.6 127.0 251.15 🛕

			DA/	HAT/ HATh/		DA/	HAT/ HATh	-
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	13	ABC	380-1/2	353 (400-1/2)	DE	<b>380</b> -1	353	(400-1)
	31	AB	<b>440</b> -1	415 (500-1)	CD	440-11/4	415	(500-11/4)
		E	440-11/2	415 (500-1½)				
	7	AB	460/24	430 (500-1/2)	С	<b>460</b> /40	430	(500-3/4)
		DE	<b>460</b> /50	430 (500-1)				
	25	AB	460/24	433 (500-1/2)	С	<b>460</b> /40	433	(500-3/4)
		DE	<b>460</b> /50	433 (500-1)				
CIRCLING	3	AB	<b>520</b> -1	490 (500-1)	С	<b>520</b> -1½	490	(500-1½)
		D	<b>640</b> -2	610 (700-2)	Е	820-23/4	790	(800-23/4)

Categories D and E S-13 visibility increased 1/4 mile for inoperative MALSR.

JACKSONVILLE NAS (KNIP), (TOWERS FIELD) FL (09239 USN) ELEV 20 RADAR¹ - (E) 127.7x 133.25 266.8x 276.4x 282.375 328.4 348.0x 363.0x 379.225x \( \nabla \)

				DH/	HAT/ HATh/	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS
PAR <sup>1</sup>	28 <sup>24</sup>	3.0°/40/746	ABCDE	112-1⁄4	100	(100-1/4)
	10 <sup>2</sup>	3.0°/38/739	ABCDE	120-1⁄4	100	(100-1/4)
PAR						
W/O GS1	28³		ABCDE	340-3/4	328	(400-3/4)
	10 <sup>3</sup>		ABCDE	360-¾	340	(400-3/4)
						, ,
ASR	10 <sup>6</sup>		AB	420-1/2	400	(400-1/2)
AOIL	10		CD	420-3/4	400	(400- <sup>3</sup> / <sub>4</sub> )
			E	420-74	400	(400-74)
			_	420-1	400	(400-1)
	28⁵		AB	400-1/2	388	(400-1/2)
	20		CDE	400-3/4	388	(400- <sup>3</sup> / <sub>4</sub> )
			ODL	700-74	300	(400-74)
	32		AB	420-1	400	(400-1)
			CD	420-11/4	400	(400-11/4)
			Ē	420-11/2	400	(400-11/2)
			_	420-172	400	(400-172)
CIR <sup>7</sup>	All Rwy		AB	480-1	460	(500-1)
	,		С	480-11/2	460	(500-1½)
			D	580-2	560	(600-2)
			Ē	860-3	840	(900-3)
			_	000-0	070	(300-3)

<sup>1</sup>No-NOTAM MP: PAR 1000-1300Z++ Tue. <sup>2</sup>When ALS inop, increase vis CAT ABCDE to ½ mile. <sup>3</sup>When ALS inop, increase vis CAT ABCDE to 1½ miles. <sup>4</sup>PAPI RRP and PAR RPI are not coincident. 5When ALS inop, increase vis CAT ABC to 1mile, CAT DE to 11/4 miles. 6When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles. Thorease vis CAT AB to 11/4 miles when circling from PAR W/O GS.

KEY	WES	I, FL
KEY	WEST	INTL
RADAI	<b>R</b> - 124.02	25 289.85

Amdt. 4B. JAN 15, 2009 (FAA)

ELEV 3

77

	•		DA/	HAT/ HATh/		DA/	HAT/ HATh/
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA CEIL-VIS	CAT	MDA-VIS	HAA CEIL-VIS
ASR	27	AB	<b>440</b> -1	437 (500-1)	С	440-11/4	437 (500-11/4)
		D	440-11/2	437 (500-11/2)			
	9	AB	<b>460</b> -1	457 (500-1)	С	460-11/4	457 (500-11/4)
		D	460-11/2	457 (500-11/2)			
CIRCLIN	IG	AB	<b>500</b> -1	497 (500-1)	С	500-11/2	497 (500-11/2)
		D	<b>620</b> -2	617 (700-2)			

## KEY WEST NAS (KNQX), (BOCA CHICA FLD), FL (09295 USN) ELEV 6

ΗΔΤ/

RADAR¹ - (E) 134.925x 272.25x 348.25x 317.575x 🔻

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HATh/ HAA	CEIL-VIS
PAR <sup>2</sup>	7 <sup>3</sup>	3.0°/44/833	ABCDE	104-1/4	100	(100-1/4)
1741	25	3.0°/43/799	ABCDE	105-1/2	100	(100-1/2)
	3	3.0°/36/672	ABCDE	104-1/2	100	(100-1/2)
PAR W/O	3		ABCDE	300-11/4	296	(300-11/4)
GS	74		ABCDE	360-¾	356	(400-3/4)
	25		ABCDE	340-11/4	335	(400-11/4)
ASR	<b>7</b> <sup>5</sup>		AB	360-1/2	356	(400-1/2)
			CDE	360-¾	356	(400-3/4)
	31		ABCD	340-1	336	(400-1)
			E	340-11/4	336	(400-11/4)
	3		ABCD	340-1	336	(400-1)
			E	340-11/4	336	(400-11/4)
	13		ABC	380-1	376	(400-1)
			DE	380-11/4	376	(400-11/4)
	21		AB	460-1	454	(500-1)
			С	460-11/4	454	(500-11/4)
			DE	460-11/2	454	(500-1½)
	25		AB	460-1	455	(500-1)
			С	460-11/4	455	(500-11/4)
			DE	460-11/2	455	(500-1½)
CIR <sup>6</sup>	21, 25		Α	460-1	454	(500-1)
CIIX	21, 25		В	500-1	494	(500-1)
			С	500-1 <sup>1</sup> / <sub>2</sub>	494	(500-1)
			DE	560-2	554	(600-2)
	3,7,13,31		Α	440-1	434	(500-1)
	-,.,,.		В	500-1	494	(500-1)
			C	500-11/2	494	(500-1½)
			DE	560-172	554	(600-1)2)
<sup>1</sup> Opr 1100	-03007++	2No-NOTAM preventiv				3When ALS inon

¹Opr 1100-0300Z++. ²No-NOTAM preventive maint sked: 1300-1500Z++ Tue. ³When ALS inop, increase vis CAT ABCDE to ½ mile. ⁴When ALS inop, increase vis CAT ABCDE to 1¼ miles. ⁵When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. ⁴When circling from PAR W/O GS Rwys 3,7,25, increase CAT AB vis to 1¼ miles.

MAYPORT NS (KNRB), (ADM DAVID L. MC DONALD FLD), FL (08073 USN) ELEV 15 RADAR<sup>12</sup> - (E) 119.7x 125.525x 235.675x 253.95x 278.1 323.25x 355.6x 379.025x 77

				DH/	HAT/ HATh/	*
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS
PAR	5	3.0°/48/911	ABCDE	213-¾	200	(200-3/4)
	2334	3.0°/48/912	ABCDE	215-¾	200	(200-3/4)
	233 5	3.0°/48/912	ABCDE	307-1	292	(300-1)
	COP 5	3.0°/48/911	COPTER	113-1/2	100	(100-1/2)
	COP 23 <sup>3</sup> <sup>6</sup>	3.0°/48/912	COPTER	115-1/2	100	(100-1/2)
	COP 23 <sup>3</sup> <sup>7</sup>	3.0°/48/912	COPTER	265-¾	250	(300-3/4)
PAR W/O						
	5		ABCDE	280-1	267	(300-1)
	23 <sup>8</sup>		ABC	400-1	385	(400-1)
			DE	400-11/4	385	(400-11/4)
	_					
ASR	5		ABC	400-1	387	(400-1)
	_		DE	400-11/4	387	(400-11/4)
	23 <sup>8</sup>		AB	500-1	485	(500-1)
			С	500-11/4	485	(500-11/4)
			D	500-11/2	485	(500-1½)
			E	500-1¾	485	(500-1¾)
OID	5 00°		4.5	500.4	F.45	(000.4)
CIR	5-23°		AB	560-1	545	(600-1)
PAR W/O	GS		С	560-1½	545	(600-1½)
ASR			D	580-2	565	(600-2)

<sup>1</sup>SFA not avbl. <sup>2</sup>No-NOTAM preventive maint sked: ASR/PAR 1100-1500Z++ Tue. <sup>3</sup> Approach only authorized when the St. Johns river is clear of vessels from the mouth of Haulover Creek to St. Johns Point. <sup>4</sup>Minima when no naval vessels are berthed or cranes are operating in the following slips in the Mayport Basin: A1, A2, B1, B2, B3, C1, and C2. <sup>5</sup>Minima when naval vessels are berthed or cranes are operating in the following slips in the Mayport Basin: A1, A2, B1, B2, B3, C1, and C2. <sup>6</sup>Minima when no naval vessels are berthed or cranes are operating in the following slips in the Mayport Basin: A1, B1, B2, B3, and C1. <sup>7</sup>Minima when naval vessels are berthed or cranes are operating in the following slips in the Mayport Basin: A1, B1, B2, B3, and C1. <sup>8</sup>CAUTION: Vessels with masts up to 150' transitioning the St. Johns River within 1 NM of Rwy 23 threshold.

640-21/4

Amdt. 3A, MAR 27, 2001 (FAA)

625

 $(700-2\frac{1}{4})$ 

ELEV 10

Ε

NEW SMYRNA BEACH MUNI RADAR- 125.35 322.3 ▼ ∧ NA									
<b>V</b> A				HAT/			HAT/		
			DA/	HATh/		DA/	HATh/		
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA CEIL-VIS	CAT	MDA-VIS	HAA CEIL-VIS		
ASR	11	AB	<b>620</b> -1	610 (700-1)	С	<b>620</b> -1¾	610 (700-13/4)		
		D	<b>620</b> -2	610 (700-2)					
CIRCLING	3	AB	<b>620</b> -1	610 (700-1)	С	620-13/4	610 (700-1¾)		
		D	<b>620</b> -2	610 (700-2)					

Use Daytona Beach altimeter setting.

NEW SMYRNA BEACH, FL

#### ORMOND BEACH, FL ORMOND BEACH MUNI

Amdt. 2C, MAR 26, 2001 (FAA)

ELEV 28

HAT/

RADAR- 125.8 385.5 🛕 NA

	7		DA/	HAT/ HATh/		DA/	HAT/ HATh/	
	RWY GS/TCH/RPI	CAT	MDA-VIS	HAA CEIL-VIS	CAT	MDA-VIS	HAA CEIL-VIS	
ASR	8	ABC	<b>420</b> -1	392 (400-1)	D	NA		
CIRCLING	3	AB	<b>500</b> -1	472 (500-1)	С	500-11/2	472 (500-11/2)	
		D	NA					

Use Daytona Beach, FL altimeter setting.

PENSACOLA NAS (KNPA), (FORREST SHERMAN FLD), FL (09099 USN) ELEV 28 RADAR¹ - (E) 128.25 239.05 285.625 288.325 305.2 314.0 318.8 348.725 383.8

				DH/	HATh/	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	<b>CEIL-VIS</b>
PAR	7R	3.0°/55/1040	ABCDE	125-1/2	100	(100-1/2)
	25R	3.0°/38/710	ABCDE	121-1/2	100	(100-1/2)
	19	3.0°/40/737	ABCDE	122-1/2	100	(100-1/2)
	25L	3.0°/39/745	ABCDE	122-1/2	100	(100-1/2)
	7L <sup>2</sup>	3.0°/55/1078	ABCDE	123-1⁄4	100	(100-1/4)
	1	3.0°/39/744	ABCDE	128-1⁄2	100	(100-1/2)
ASR	19		ABCDE	380-11/4	358	(400-11/4)
	1		ABC	460-11/4	432	(500-11/4)
			DE	460-11/2	432	(500-1½)
	7R		ABC	460-11/4	435	(500-11/4)
			DE	460-11/2	435	(500-1½)
	7L³		ABC	460-3/4	437	(500-3/4)
			DE	460-1	437	(500-1)
	25L		ABC	460-11/4	438	(500-11/4)
			DE	460-11/2	438	(500-1½)
	25R		ABC	460-11/4	439	(500-11/4)
			DE	460-11/2	439	(500-1½)
CIR	7R-25L, 7l	25R, 1-19	AB	520-11/4	492	(500-11/4)
			С	520-11/2	492	(500-1½)
			DE	580-2	552	(600-2)

<sup>1</sup>No-NOTAM preventive maint sked: ASR/PAR 1300-1800Z++ Mon. <sup>2</sup> When ALS inop, increase vis to ½ mile. <sup>3</sup>When ALS inop, increase vis CAT ABC to 1½ miles, CAT DE to 1½ miles.

Amdt. 5A. FEB 16, 2006 (FAA)

HAT/

HATh/

HAA CEIL-VIS

410 (500-1)

396 (400-1/2)

#### TALLAHASSEE. FL TALLAHASSEE RGNL

9

36

27

18

13R6

31L7

31R4

31L

13L5

13R

All Rwv

ASR

CIRCLING

RADAR- 135.8 317.4

RWY GS/TCH/RPI

When control tower closed, ASR NA

DAI CAT MDA-VIS AB

AB

AR

AB

D

AR

TYNDALL AFB (KPAM), FL (Panama City) (08241 USAF)

2.5°/36/822

2.5°/40/919

480/50 460/24 460/24 560-1

407 (500-1/2) 479 (500-1) 560-11/2 560-1 640-2

479 (500-11/2) For inoperative ALSF, increase ASR-27 Cat D visibility to RVR 6000. For inoperative MALSR increase ASR-36 Cat D visibility to RVR 6000.

479 (500-1) 559 (600-2)

560-11/4 580-1%

DA/

CAT MDA-VIS

480/60

460/40

**460**/40

CD

CD

CD

С

479

HAT/

407

HATh/

 $(500-1\frac{1}{4})$ 499 (500-11/2)

HAA CEIL-VIS

410 (500-11/4)

396 (400-3/4)

 $(500-\frac{3}{4})$ 

ELEV 81

FI FV 17

RADAR2- (E) 125.2 392.1 (N above 5000') 119.1 379.3 (N below 5000') 124.15 341.7 (S above 5000') 136.4 338.35 (S below 5000') \( \overline{\pi} \) HAT/ DH/ HATh/ RWY GS/TCH/RPI CAT MDA-VIS HAA PAR<sup>1</sup> 13L3 2.5°/49/1131 ABCDE 214/24 200 31R3 2.5°/50/1146 ABCDE

ASR<sup>1</sup>

CIR

ABCDE ABCDE AB С DE AB С DF AB

CD

F

AB

CD

AB

С

D

Ε

<sup>1</sup>When ASR out PAR not avbl. <sup>2</sup>No-NOTAM preventive maint sked: ASR-0930-1130Z++ Mon-Fri, 1200-1400Z++ wkend, PAR 1200-1400Z++ Mon-Fri, 1400-1600Z++ wkend, 3When ALS inop. increase RVR to 40 and vis to 3/4 mile. 4When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1\% miles, CAT DE vis to 1\% miles. 5When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles. 6CAUTION:

Ε

214/24 215-3/4 217-3/4 460/24 460/40 460/50 460-1

460-11/4

460-11/2

520/24

520/50

520/60

520-11/2

520-1%

560-11/2

620-21/4

520-1

560-1

580-2

446

443

443

443

506

506

506

505

505

505

543

543

563

603

**CEIL-VIS**  $(200-\frac{1}{2})$  $(200-\frac{1}{2})$  $(200-\frac{3}{4})$  $(200-\frac{3}{4})$ 

 $(500-\frac{1}{2})$ 

 $(500-\frac{3}{4})$ 

(500-1)

(500-1)

 $(500-1\frac{1}{4})$ 

 $(500-1\frac{1}{2})$ 

 $(600-\frac{1}{2})$ 

(600-1)

(600-1)

(600-11/4)

 $(600-1\frac{1}{2})$ 

 $(600-1\frac{3}{4})$ 

(600-1)

(600-2)

 $(600-1\frac{1}{2})$ 

 $(700-2\frac{1}{4})$ 

WHITING FLD NAS-NORTH (KNSE), FL (Milton) (07354 USN)

**ELEV 199** 

RADAR¹- Ctc PENSACOLA APP CON (E) 126.85 127.35 278.8 298.9

				DH/	HAT/ HATh/	
ASR	RWY 14 <sup>2</sup>	GS/TCH/RPI	CAT ABC	MDA-VIS 560-3/4	<b>HAA</b> 361	CEIL-VIS (400-3/4)
ASK			DE	560-11/2	361	(400-1½)
	23		ABC DE	540-1¼ 540-2	357 357	(400-11/4) (400-2)
	5		ABC DE	620-1¼ 620-2	440 440	(500-1 <sup>1</sup> / <sub>4</sub> ) (500-2)
		_				` ,
Circling <sup>3</sup>	14, 23, 32	•	A B	580-1 660-1	381 461	(400-1) (500-1)
			C DE	660-1½ 760-2	461 561	(500-1½) (600-2)
	_					, ,
	5		A B	620-1¼ 660-1¼	421 461	(500-11/4) (500-11/4)
			C DE	660-1½ 760-2	461 561	(500-1½) (600-2)

¹No-NOTAM preventive maint sked: Mon 1300-1800Z++; Apch only avbl dur NDZ opr hr. ²When ALS inop, increase vis CAT ABC to 1½ miles, CAT DE to 2 miles. ³Circling not authorized in sector SE of Rwy 14-32 and SW of Rwy 5-23. ⁴When circling to land Rwy 23 from ASR approach, increase CAT AB vis to 1½ miles.

# WHITING FIELD NAS-SOUTH (KNDZ), FL (Milton) (07354 USN) ELEV 177 RADAR¹- Ctc PENSACOLA APP CON (E) 124.85 385.4 😿

PAR	RWY 32 23 <sup>2</sup>	GS/TCH/RPI 3.0°/54/965 3.0°/39/665	CAT ABCDE ABCDE	DH/ MDA-VIS 271-½ 427-1	HAT/ HATh/ HAA 100 250	CEIL-VIS (100-½) (300-1)
PAR W/O G		0.0 7037000	ABCDE ABCDE	420-¾ 460-1¼	249 283	(300- <sup>3</sup> / <sub>4</sub> ) (300-1 <sup>1</sup> / <sub>4</sub> )
ASR	32 <sup>4</sup> 23		ABC DE ABC DE	500- <sup>3</sup> / <sub>4</sub> 500-1 <sup>1</sup> / <sub>2</sub> 540-1 <sup>1</sup> / <sub>4</sub> 540-2	329 329 363 363	(400- <sup>3</sup> ⁄ <sub>4</sub> ) (400-1½) (400-1¼) (400-2)
	14⁵ 5		ABC DE ABC DE	620-1¼ 620-1½ 620-1¼ 620-2	445 445 451 451	(500-1½) (500-1½) (500-1½) (500-2)
CIR <sup>6</sup>	5, 14		A B C DE	620-1¼ 640-1¼ 640-1½ 740-2	443 463 463 563	(500-1½) (500-1½) (500-1½) (600-2)
	23, 32	7	A B C DE	560-1 640-1 640-1½ 740-2	383 463 463 563	(400-1) (500-1) (500-1½) (600-2)

<sup>&</sup>lt;sup>1</sup>No-NOTAM preventive maint sked: Mon 1300-1800Z++. <sup>2</sup>Caution: PAR TCH and RPI not coincident with PAPI. <sup>3</sup>When ALS inop, increase vis CAT ABCDE to 1½ miles. <sup>4</sup>When ALS inop, increase vis CAT ABC to 1½ miles, CAT DE to 2 miles. <sup>5</sup>20:1 visual area penetrated by unlit obstacles. When VGSI inop, night straight-in or circling procedure not authorized. <sup>6</sup>Circling not authorized in sector NE of Rwy 14-32 and NW of Rwy 5-23. Circling authorized from PAR W/O GS and ASR only. Caution - Whiting Fld NAS - North 1 NM North. <sup>7</sup>When circling to land Rwy 23 from ASR approach, increase CAT AB vis to 1½ miles.

 $\overline{f V}$  TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES  $\overline{f V}$ 

#### INSTRUMENT APPROACH PROCEDURE CHARTS

## ▼IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports
ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in

avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME AGUADILLA. PR TAKE-OFF MINIMUMS

AGUADILLA, PR

RAFAEL HERNANDEZ (BQN)

ORIG 09071 (FAA)
DEPARTURE PROCEDURE: Rwy 8, climb on a
heading between 262° CWto 158° from DER. Rwy 26,
climb on a heading between 230° CWto 082° from DER.
NOTE: Rwy 8, vehicles on roadway beginning 1489' from

without ATC clearance to ensure obstacle clearance.

NOTE: Rwy 8, vehicles on roadway beginning 1489 from DER, left and right of centerline, up to 15' AGL/242' MSL. Rwy 26, vehicles on roadway beginning 751' from DER, left and right of centerline, up to 17' AGL/275' MSL. Trees beginning 939' from DER, 447' right of centerline, up to 10' AGL/343' MSL.

#### APALACHICOLA, FL

APALACHICOLA RGNL

NOTE: Rwy 6, multiple trees beginning 22' from departure end of runway, 15' right of centerline, up to 99' AGL/108' MSL. Multiple trees beginning 1153' from departure end of runway, 97' left of centerline, up to 92' AGL/101' MSL. Rwy 13, multiple trees beginning 207' from departure end of runway, 147' left of centerline, up to 95' AGL/97' MSL. Bush 427' from departure end of runway, 276' left of centerline, 15' AGL/32' MSL. Multiple trees beginning 2951' from departure end of runway, 68' right of centerline, up to 90' AGL/99' MSL. Rwy 18, multiple trees beginning 1032' from departure end of runway, 43' left of centerline, up to 22' AGL/56' MSL. Multiple trees beginning 1438' from departure end of runway, 419' right of centerline, up to 22' AGL/56' MSL. Multiple trees beginning 1438' from departure end of runway, 219' right of centerline, up to 22' AGL/72'

NAME

TAKE-OFF MINIMUMS

## APALACHICOLA MUNI (CON'T) Rwy 24. multiple trees beginning 24' from departure end

of runway, 17' right of centerline up to 75' AGL/84' MSL. Multiple trees beginning 71' from departure end of runway, 77' left of centerline, up to 79' AGL/86' MSL. Multiple light poles beginning 583' from departure end of runway, 268' left of centerline, up to 32' AGL/47' MSL. Bush 1018' from departure end for runway, 394' left of centerline, 41' AGL/47' MSL. Rwy 31, multiple trees beginning 52' from departure end of runway, 88' left of centerline, up to 73' AGL/82' MSL. Multiple trees beginning 137' from departure end of runway, 75' right of centerline, 78' AGL/87' MSL. Rwy 36, multiple trees beginning 686' from departure end of runway, 260' left of centerline, up to 81' AGL/90' MSL. Multiple trees beginning 991' from departure end of runway, 179' right of centerline, up to 81' AGL/90' MSL.

09351

MSL.



#### AVON PARK, FL AVON PARK EXECUTIVE (AVO)

AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: Rwv 5, 300-1 or std. w/min

climb of 430' per NM to 500 NOTE: Rwy 5, trees beginning 219' from DER, 84' left of

centerline, up to 100' AGL/284' MSL, Trees beginning 1007' from DER, 298' right of centerline, up to 100' AGL/ 289' MSL, Building 327' from DER, 431' right of centerline. 21' AGL/182' MSL. Rwy 10, buildings beginning 293' from DER, 251' left of centerline, up to 30' AGL/285' MSL, Line of trees beginning 298' from DER, 149' right to 229' left of centerline, up to 100' AGL/ 269' MSL. Rwy 23, trees beginning 52' from DER, 118' right of centerline, up to 26' AGL/186' MSL, Trees beginning 23' from DER, 93' left of centerline, up to 38' AGL/198 MSL. Power lines beginning 2691 from DER. 1019' left to 2034' right of centerline, up to 79' AGL/235' MSL. Rwv 28. numerous trees beginning 371' from DER, 218' right of centerline, up to 100' AGL/259' MSL. Buildings and light poles beginning 1491' from DER. 187' left of centerline, up to 40' AGL/194' MSL, Power pylons beginning 2082' from DER, 935' left to 252' right

#### BARTOW, FL

BARTOW MUNI (BOW)

of centerline, up to 79' AGL /233' MSL

ORIG 08157 (FAA)

NOTE: Rwv 5, trees beginning 816' from departure end of runway, 7' left of centerline, up to 79' AGL/198' MSL. Trees beginning 164' from departure end of runway 9' right of centerline, up to 65' AGL/184' MSL, Rwv 9L, vehicles on roadway and trees beginning 16' from departure end of runway, 19' left of centerline, up to 55' AGL/174' MSL, Trees beginning 49' from departure end of runway 54' right of centerline, up to 54' AGL /173' MSL. Rwy 9R, trees beginning 637' from departure end of runway, 113' left of centerline, up to 64' AGL/173' MSL. Trees beginning 1311' from departure end of runway, 253' right of centerline, up to 69' AGL/178' MSL. Rwy 23, trees beginning 143' from departure end of runway, 87' left of centerline, up to 72' AGL/191' MSL Trees beginning 419' from departure end of runway, 33' right of centerline, up to 100' AGL/239' MSL, Rwy 27L. trees beginning 939' from departure end of runway, 644' left of centerline, up to 100' AGL/249' MSL, Trees beginning 2007' from departure end of runway, 517' right of centerline, up to 36' AGL/175' MSL. Tower 2880' from departure end of runway, 1015' left of centerline, 50' AGL/188' MSL, Rwv 27R, trees beginning 2433' from departure end of runway, 1069' left of centerline, up to 100' AGL/249' MSL. Vehicles on roadway, poles and multiple trees beginning 1179' from departure end of runway, 260' right of centerline, up to 100' AGL/249' MSL

#### BOCA RATON, FI **BOCA RATON**

TAKE-OFF MINIMUMS: Rwv 23, 300-1, or std. w/a min.

climb of 230' per NM to 300. Alternatively, with standard takeoff minimums and a normal 200 / NM climb gradient. takeoff must occur no later than 1700' prior to departure endofrunway NOTE: Rwv 5, numerous trees and poles beginning 185'

from departure end of runway 20' left of centerline up to 35' AGL/49' MSL. Numerous trees and poles beginning 6' from departure end of runway, 267' right of centerline. up to 28' AGL/45' MSL. Rwy 23, numerous trees, poles. and buildings beginning 278' from departure end of runway, 41'left of centerline, up to 137' AGL/154' MSL. Numerous trees, poles and buildings beginning 626' from departure end of runway, 171' right of centerline, up to 154' AGI /171' MSI

#### BONIFAY, FL

TRI COUNTY

DEPARTURE PROCEDURE: Rwvs 1, 19, climb runway heading to 2000 before turning west.

#### **BROOKSVILLE.FL**

HERNANDO COUNTY (BKV) ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: Rwv 9. 300-11/4 or std. w/a min. climb of 220' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200 / NM climb gradient, takeoff must occur no later than 1200' prior to NOTE: Rwv 3. obstruction light and trees beginning 297'

from DER, 34' right of centerline, up to 81' AGL/151' MSL. Trees beginning 1681' from DER, 29' left of centerline, up to 83' AGL/153' MSL, Rwv 9, trees 9' from DER, 287' right of centerline, up to 69' AGL/73' MSL. Trees beginning 2021' left and right of centerline, up to 92' AGL/171' MSL. Rwy 21, pole and trees beginning 46' from DER, 27' right of centerline, up to 70' AGL/138' MSL, Building and trees beginning 108' from DER, 39' left of centerline, up to 85' AGL/155' MSL, Rwy 27, trees 2143' from DER, 891' left of centerline, up to 89' AGL/ 189' MSL. Trees 4755' from DER, 1684' right of centerline, up to 99' AGL/199' MSL.



#### CAPE CANAVERAL AFS SKID STRIP (KXMR)

COCOA BEACH, FL . . . . . . . . 07046 DEPARTURE PROCEDURES: Rwv 13. diverse departure authorized, Cross DER at or above 20' AGL/29' MSL for Take Off Minima Standard with Climb Gradient 200 ft/NM, Rwv 31, diverse departure authorized 322° CCW to 143° only. TAKE-OFF OBSTACLES: Rwv 13 numerous trees 500' left and right of centerline beginning from DER and numerous trees left and right of centerline beginning 1100' from DER, up to 80' AGL/100' MSL. Rwv 31, light pole 1795' from DER, 498' left of centerline, 35' AGL/67' MSL, Trees 2042' from DER, 162' right of centerline, 45' AGL/72' MSL, Brush 500' from DER, 300' right of centerline, 18' AGL/48' MSL. Brush 144' from DER, 500' left of centerline, 8' AGL/38' MSL. Pylon 4347' from DER, 700' right of centerline, 61' AGL/135' MSL, Pylon 4534' from DER, 1069' right of centerline, 78' AGL/150' MSL. Terrain 101' to 500' left of DER, 17' MSL, Terrain 185' from DER, 138' to 585' right of centerline, 18' MSL. Trees 1031' from DER, 114' left of centerline. 45' AGL/70' MSL. Trees 3864' from DER, 393' left of

## DER, 490' right of centerline, 80' AGL/120' MSL. CHARLOTTE AMALIE, ST. THOMAS, VI

centerline, 80' AGL/120' MSL, Trees 3760' from

CYRIL E. KING (STT)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: Rwy 10, 400-1 with minimum climb of 462' per NM to 1400 or 2100-21/2 for climb in visual conditions. Rwy 28, 800-3 or std. w/min. climb of 366' per NM to 1000. DEPARTURE PROCEDURE: Rwv 10. climbing right

turn heading 120° to 2000 before turning north or for climb in visual conditions, cross Cyril E King airport at or above 2000 before proceeding on course. Rwy 28, climb heading 280° to 2000 before turning north. NOTE: Rwv 10, antenna on building 258' from departure end of runway, 485' left of centerline, 25' AGL/41' MSL. Multiple trees beginning 729' from departure end of runway, 244' right of centerline up to 100' AGL/259' MSL. Pole 300' from departure end of runway, 430' right of centerline, 23' AGL/39' MSL. Rwy 28, antenna 33' from departure end of runway, 412' left of centerline, 16' AGL/29' MSL. Bush 175' from departure end of runway. 178' right of centerline, 2' AGL/29' MSL. Bush 206' from departure end of runway, 121' left of centerline, 2' AGL/ 29' MSL. Trees beginning 2.39 NM from departure end

of runway, 4351' right of centerline, 100' AGL/710' MSL.

#### CHRISTIANSTED, ST. CROIX, VI HENRY E ROHLSEN

TAKE-OFF MINIMUMS: Rwv 10.300-1% or std. w/a

min. climb of 300' per NM to 300.

DEPARTURE PROCEDURE: Rwv 10 climb via heading 103° to 1300 before proceeding on course. Rwv 28. climb via heading 280° to 1100 before proceeding on

NOTE: Rwv 10, pole and bushes beginning 103' from departure end of runway 283' right of centerline, up to 30' AGL/44' MSL. Bushes, trees, pole, elevator, strobe on elevator, obstruction light on stack, building, and refinery beginning 127' from departure end of runway. 324' left of centerline, up to 203' AGL/231' MSL, Rwy 28. tree 517' from departure end of runway 553' right of centerline, 54' AGL/114' MSL, Tower 1499' from departure end of runway, 802' right of centerline, 50'

## AGL/140'MSL. **CLEWISTON. FL**

AIRGI ADES (2IS) ORIG 09071 (FAA)

> NOTE: Rwv 31. vehicle on road, 362' from DER, 578' right of centerline, 15' AGL/38' MSL.

#### CRESTVIEW. FL

BOB SIKES (CEW)

ORIG 08213 (FAA)

NOTE: Rwv 17. trees beginning 92' from departure end of runway, 248' right of centerline up to 100' AGL/203' MSL. Trees beginning 171' from departure end of runway, 9' left of centerline, up to 100' AGL/205' MSL. Rwy 35, trees beginning 329' from departure end of runway, 222' right of centerline up to 100' AGL/272' MSL. Trees beginning 152' from departure end of runway, 184' left of centerline, up to 100' AGL/278' MSL.

#### **CROSS CITY, FL**

CROSS CITY (CTY)

ORIG 08157 (FAA)

NOTE: Rwy 4, trees beginning 527' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL.Rwv 13. trees beginning 158' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL, Tank 3302' from departure end of runway, 927 right of centerline, 101' AGL/141' MSL. Rwy 22, trees beginning 1510' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL. Powerlines 2807' from departure end of runway, 58' left of centerline, 73' AGL/114' MSL, Rwv 31, trees beginning 195' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL.



#### DAYTONA BEACH, FL

DAYTONA BEACH INTL (DAB) AMDT 4 09239 (FAA)

NOTE: Rwv 71 . multiple trees beginning 1834' from DER 646' right of centerline, up to 64' AGL/95' MSL. Rwy7R, tower, trees beginning 1042' from DER. 413' right of centerline, up to 100' AGL/135' MSL. Hanger.

multiple trees beginning 901' from DER, 55' left of centerline up to 67' AGI /101' MSI Rwv 16, multiple trees beginning 57' from DER, 19' left of centerline, up

to 75' AGL/104' MSL. Multiple trees beginning 871' from DER 3' right of centerline up to 83' AGL/112' MSL Rwy 25L, multiple trees beginning 123' from DER, 75 left of centerline, up to 80' AGL /109' MSL. Multiple trees and antenna beginning 1002' from DER, 85' right of centerline, up to 72' AGL/101' MSL. Rwy 25R, multiple trees, signs, and poles beginning 428' from DER, 38'

trees beginning 1254' from DER 41' left of centerline up to 84' AGL/108' MSL. Rwv 34, multiple trees. building and obstruction light beginning 1013' from DER 90' left of centerline up to 82' AGI /111' MSI Multiple trees, beginning 1108' from DER, 6' right of centerline up to 78' AGL /107' MSL

right of centerline, up to 88' AGL/115' MSL, Multiple

### **DEFUNIAK SPRINGS, FL**

**DEFUNIAK SPRINGS (54J)** 

ORIG 09127 (FAA) TAKE-OFF MINIMUMS: Rwy 9, 400-21/4 or std. w/min.

climb of 254' per NM to 800. Rwvs 18.36, NA - dirt. NOTE: Rwv 9, multiple roads, railroad, building, fence, light on pole, poles, signs, towers and trees beginning 25' from DER, 1' left of centerline, up to 431' AGL/617' MSL. Multiple trees and roads beginning 71' from DER, 118' right of centerline, up to 74' AGL/343' MSL, Rwv 27. multiple trees, poles, fences, roads and building beginning 8' from DER, 39' left of centerline, up to 64' AGL/353' MSL, Multiple trees, poles, roads, buildings and light on pole beginning 82' from DER, 15' right of centerline, up to 53' AGL/342' MSL.

#### DELAND, FL

DELAND MUNI/SIDNEY H. TAYLOR FIELD

DEPARTURE PROCEDURE: Rwy 5, climb via heading 054° to 1800 before proceeding on course. Rwv 12. climb via heading 122° to 1800 before proceeding on course. Rwy 23, climb via heading 234° to 1800 before proceeding on course, Rwv 30, climb via heading 302° to 1800 before proceeding on course. NOTE: Rwv 5. numerous trees beginning 64' from

departure end of runway, 245' left of centerline, up to 100' AGL/143' MSL. Numerous trees beginning 869' from departure end of runway, 410' right of centerline, up to 100' AGL/154' MSL. Rwy 12, numerous trees beginning 154' from departure end of runway, 129' left of centerline, up to 100' AGL/153' MSL. Numerous trees beginning 456' from departure end of runway, 289' right of centerline, up to 100' AGL/162' MSL, Rwv 30, numerous trees beginning 624' from departure end of runway, 9' left of centerline, up to 100' AGL/156' MSL. Numerous trees beginning 159' from departure end of runway, 341' right of centerline, up to 100' AGL/162' MSL. Rwy 23, light pole and numerous trees beginning 381' from

departure end of runway, 44' right of centerline, up to 100' AGL/132' MSL. Pole, building, vent on building, hangar, and trees beginning 164' from departure end of

runway, 26' left of centerline, up to 100' AGL/129' MSL.

#### DESTIN.FL DESTIN-FORT WAI TON BEACH

DEPARTURE PROCEDURE: Rwv 14, climb runwav heading to 400 before making turn.

#### FERNANDINA BEACH, FL FERNANDINA BEACH MUNI (FHB)

ORIG 09323 (FAA)

NOTE: Rwv 4, vehicles on roadway, beginning 443' from DER, left and right of centerline, up to 15' AGL/29' MSL. Trees beginning 573' from DER, 442' right of centerline, up to 100' AGL/114' MSL, Trees beginning 705' from DER, 484' left of centerline, up to 100' AGL/ 114' MSL. Rwv 8, trees beginning abeam DER, 402' right of centerline, up to 100' AGL/114' MSL, Trees beginning 221' from DER, 247' left of centerline, up to 100' AGL/114' MSL, Vehicles on roadway, 452' from DER, left and right of centerline, up to 15' AGL/34' MSL. Rwy 13, trees beginning 31' from DER, 323' right of centerline. up to 25' AGL/36' MSL. Vehicles on roadway, 403' from DER, left and right of centerline, up to 15 AGL/29' MSL, Trees beginning 432' from DER, 574' left of centerline, up to 100' AGL/119' MSL, Rwy 22, trees beginning 163' from DER, 503' right of centerline, up to 100' AGL/114' MSL, Rwy 26, trees beginning 279' from DER, 460' left of centerline, up to 74' AGL/79' MSL. Trees beginning 869' from DER, 331' right of centerline, up to 88' AGL/93' MSL. Rwy 31, tree 29' from DER, 458' left of centerline, 8' AGL/18' MSL, Trees

beginning 1965' from DER, 170' left of centerline, up to 89' AGL/94' MSL. FORT LAUDERDALE, FL

right of centerline, up to 70' AGL/75' MSL. Trees

beginning 518' from DER, 530' left of centerline, up to

91'AGL/96' MSL. Trees beginning 757' from DER, 563'

FORT LAUDERDALE-EXECUTIVE

DEPARTURE PROCEDURE: Rwy 26, climb heading 267° to 600 before turning left. NOTE: Rwv 8, tree 1905' from departure end of runway.

482' right of centerline, 80' AGL/89' MSL. Building 4721' from departure end of runway, 47' right of centerline, 150' AGL/159' MSL. Rwy 13, hangar 252' from departure end of runway, 302' right of centerline, 29' AGL/39' MSL. Light pole 634' from departure end of runway, 354' left of centerline, 44' AGL/54' MSL. Tree 808' from departure end of runway, 166' right of centerline, 29' AGL/39' MSL. Tree 2237' from departure end of runway, 258' right of centerline, 91' AGL/101' MSL. Antenna on tower 5130' from departure end of runway, 1825' right of centerline, 137' AGL/147' MSL. Rwy 26, multiple trees beginning 2041' from departure end of runway, 256' left of centerline, up to 106' AGL/116' MSL. Six towers 2.3 NM from departure end of runway, 5031' left of centerline, 399' AGL/409' MSL. Rwy 31, multiple trees beginning 704' from departure end of

runway, 263' right of centerline, up to 71' AGL/81' MSL.

09351

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



#### FORT LAUDERDALE, FL (CON'T) FORT LAUDERDALE-HOLLYWOOD INTL

DEPARTURE PROCEDURE: Rwv 9L, climb heading 093° to 500 before turning left. Rwy 13, climb heading 138° to 800 before turning right, Rwv 27L, climb heading 273° to 600 before turning left. Rwy 27R, climb heading 273° to 500 before turning left NOTE: Rwv 9L, railroad, light pole, and antenna on

building beginning 469' from departure end of runway. 379' left of centerline, up to 43' AGL/47' MSL. Light pole 1332' from departure end of runway, 634' right of centerline, 42' AGL/46' MSL, Tree 1977' from departure end of runway, 272' right of centerline, 55' AGL/59' MSL. Rwv 9R. light pole 545' from departure end of runway. 335' left of centerline 27' AGL /41' MSL Tree 783' from departure end of runway, 396' left of centerline, 30' AGL/ 44' MSL. Antenna on building, fence, light pole, and multiple trees beginning 254' from departure end of runway, 133' right of centerline, up to 56' AGL/70' MSL. Rwv 13, multiple trees beginning 844' from departure end of runway, 206' left of centerline, up to 76' AGL/80' MSL. Antenna on building 534' from departure end of runway, 431' left of centerline, 11' AGL/20' MSL, Pole 910' from departure end of runway, on centerline, 30' AGL/39' MSL. Railroad crossing arm 1104' from departure end of runway, 14' right of centerline, 42' AGL/ 56' MSL. Multiple trees and light poles beginning 563' from departure end of runway, 53' right of centerline, up to 81' AGL/95' MSL. Rwy 27L, fence 154' from departure end of runway, 120' left of centerline, 5' AGL/ 13' MSL. Road 212' from departure end of runway, 80' left of centerline, 11' AGL/20' MSL, Sign, multiple buildings, poles and trees beginning 622' from departure end of runway, 227' left of centerline, up to 97' AGL/106' MSL. Bush, multiple light poles, trees and towers beginning 221' from departure end of runway. 41' right of centerline, up to 105' AGL/114' MSL, Rwy 27R. antenna on building, road, railroad and sign beginning 262' from departure end of runway, 6' left of centerline, up to 37' AGL/46' MSL. Multiple trees beginning 1206' from departure end of runway, 279' left of centerline, up to 93' AGL/97' MSL. Road 584' from departure end of runway, 557' right of centerline, 24' AGL/33' MSL. Multiple trees beginning 2288' from departure end of runway, 848' right of centerline, up to 103' AGL/112' MSL. Rwv 31, rod on tower 299' from departure end of runway, 382' left of centerline, 14' AGL/23' MSL. Tree 1332' from departure end of runway, 458' left of centerline, 34' AGL/43' MSL. Road 3384' from

departure end of runway, 711' left of centerline, 84' AGL/

94' MSL. Multiple trees and poles beginning 1180' from

departure end of runway, 405' right of centerline, up to

111'AGL/116'MSL.

#### FORT MYERS. FL PAGE FIELD (FMY)

AMDT 5 09239 (FAA) NOTE: Rwv 5, bush, train, and multiple trees beginning

81' from DER, 52' right of centerline, up to 73' AGL/90' MSI Multiple antennas and trees beginning 330' from DER, 81' left of centerline, up to 70' AGL/86' MSL. Rwv 13, bush, road, buildings and multiple trees beginning 66' from DER, 138' right of centerline, up to 52' AGL/66' MSL, Rod on light pole 306' from DER, 375' right of centerline, up to 22' AGL/37' MSL, Trees 644' from DER, 375' right of centerline, up to 72' AGL/87' MSL. Fence 241' from DER, 138' left of centerline, 10' AGL/24' MSL. Obstruction light on building 829' from DER, 447' left of centerline, 34' AGL/48' MSL, Rwv 23. sign, concrete pole, obstruction light on pole, tree and antenna beginning 98' from DER, 95' right of centerline, up to 36' AGL/49' MSL. Vehicles, concrete pole, obstruction light on pole, and trees beginning 288' from DER, 8' left of centerline, up to 62' AGL/75' MSL. Rwv 31, concrete pole, power poles, light poles. floodlights, vehicles, trees, antenna towers and bridge beginning 5' from DER, 285' right of centerline up to 113' AGL/126' MSL. Power poles, concrete pole and trees beginning 67' from DER, 235' left of centerline, up to 74' AGL/88' MSL.

#### SOUTHWEST FLORIDA INTI-

NOTE: Rwv 6, trees beginning 1398' from departure end of runway, 582' left of centerline, up to 84' AGL/104' MSL. Trees beginning 1763' from departure end of runway, 860' right of centerline, up to 95' AGL/115' MSL. Rwy 24, tree 1692' from departure end of runway, 916' right of centerline, 78' AGL/98' MSL.

#### FORT PIERCE, FL

ST. LUCIE COUNTY INTL

DEPARTURE PROCEDURE: Rwys 14, 32, climb runway heading to 600 before turning right.

#### **GAINESVILLE. FL**

GAINESVILLE RGNL

MSL.

NOTE: Rwv 7, multiple trees beginning 1397' from departure end of runway, 348' left of centerline, up to 99' AGL/229' MSL. Multiple trees beginning 1444' from departure end of runway, 144' right of centerline, up to 72' AGL/202' MSL. Rwy 11, multiple trees beginning 653' from departure end of runway, 438' right of centerline, up to 30' AGL/134' MSL, Tree 522' from departure end of runway, 402' left of centerline, 18' AGL/ 122' MSL, Rwv 25, tower and multiple trees beginning 2415' from departure end of runway, 9' left of centerline, up to 126' AGL/291' MSL. Obstruction light on localizer and multiple trees beginning 208' from departure end of runway, 463' right of centerline, up to 82' AGL/243' MSL. Rwv 29, multiple trees beginning 1279' from departure end of runway, 8' right of centerline, up to 76' AGL/233' MSL. Multiple trees beginning 2679' from departure end of runway, 366' left of centerline, up to 88' AGL/240'



#### HOLLYWOOD, FL NORTH PERRY (HWO)

AMDT 3 09267 (FAA)

TAKE-OFF MINIMUMS: Rwys 91 /R. 181 /R. 361 /R. NA

- ATC request.

DEPARTURE PROCEDURE: Rwvs 27L/R. climb

heading 274° to 1100 before turning

NOTE: Rwy 27L, trees, building and poles beginning 37'

from DER 13' right of centerline, up to 102' AGL /112' MSL. Trees, building and poles beginning 1115' from

DER, 28' left of centerline, up to 87' AGL/95' MSL, Rwv

27R, trees and poles beginning 17' from DER, 65' right of centerline, up to 82' AGL/90' MSL. Trees, poles, and building beginning 15' from DER, 28' left of centerline. up to 102' AGL/112' MSL.

## HOMESTEAD ARB (KHST)

HOMESTEAD, FL (03331)

Departure headings 260°-350° not authorized

CAUTION: Unmarked and lighted balloon and cable to 14.000' in R-2916, 77 NM SW of arpt.

TAKE-OFF OBSTACLES: Rwv 5, 22' MSL (15' AGL) vehicle on road 1350' from departure end of rwy, from

150' left of centerline to 300' right of centerline, 38' MSL (31' AGL) aircraft at hold line 281' left of centerline. Rwy 23, 39' MSL (32' AGL) aircraft at hold short line at departure end of rwy, 300' right of centerline. 22' MSL (15' AGL) vehicle on road 1390' from departure end of rwv. from 520' left of centerline to 810' right of

#### HURLBURT FLD (KHRT)

MARY ESTHER, FL

centerline.

TAKE-OFF OBSTACLES: Rwv 36: 85' AGL tree, 3140' from departure end of rwy, 707' right of centerline.

#### IMMOKALEE, FL

IMMOKALEE RGNL (IMM)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: Rwy 18, 300-21/4 or std. with a min. climb of 221' per NM to 500, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1900' prior to DER.

NOTE: Rwy 9, tree 45' from DER, 438' right of centerline, 4' AGL/38' MSL. Trees beginning 1144' from DER, 312' left of centerline, up to 100' AGL/134' MSL. Rwy 18, buildings beginning 255' from DER, 475' left of centerline, up to 16' AGL/50' MSL. Tree 2844' from DER, 1235' right of centerline, 100' AGL/134' MSL. Tower 1.7 NM from DER, 2984' right of centerline, 297' AGL/322' MSL. Rwy 27, fence 4' from DER, 473' right of centerline, 6' AGL/41' MSL. Trees beginning 187' from DER, 150' right of centerline, up to 40' AGL/79' MSL. Vehicle on road beginning 669' from DER, 508' right of centerline, 15' AGL/54' MSL. Trees beginning 732' from DER, 231' left of centerline, up to 53' AGL/87' MSL. Pole 1223' from DER, 50' right of centerline, 35' AGL/70' MSL. Pole 1320' from DER, 258' left of centerline, 35' AGL/69' MSL. Rwy 36, trees beginning 192' from DER, 262' left of centerline, up to 22' AGL/61' MSL. Trees beginning 411' from DER, 173' right of centerline, up to 23' AGL/57' MSL.

#### ISLA DE VIEQUES, PR ANTONIO RIVERA RODRIGUEZ

TAKE-OFF MINIMUMS: Rwv 9, NA Rwv 27, 500-1 or

std. with a min. climb of 300' per NM to 1600. DEPARTURE PROCEDURE: Rwv 9, NA Rwv 27,

climb runway heading to 1600 before proceeding on

NOTE: Rwy 27, trees 1200' from departure end of runway, 700' left of centerline, 30' AGL/171' MSL.

#### JACKSONVILLE, FL CECIL FIELD

NOTE: Rwv 18L, tree 1499' from departure end of runway, 699' right of centerline, 34' AGL/113' MSL.

CRAIG MUNI (CRG)

AMDT 3 08325 (FAA)

TAKE-OFF MINIMUMS: Rwy 23, std. w/min. climb of 360' per NM to 1500' or 1300' and 21/2 for climb in visual conditions

DEPARTURE PROCEDURE: Rwv 5, climb heading 049° to 500 before proceeding on course. Rwv 14. climb heading 139° to 700 before turning right.

Rwy 23, for climb in visual conditions: Cross Craig Muni airport at or above 1200 before proceeding on NOTE: Rwv 5. trees beginning 1617' from departure end

of runway, 182' right of centerline, up to 99' AGL/143'

MSL. Trees beginning 571' from departure end of runway, 113' left of centerline, up to 99' AGL/143' MSL. Rwy 14, trees beginning 1848' from departure end of runway, 807' left of centerline, up to 89' AGL/128' MSL. Rwy 23, trees beginning 519' from departure end of runway, 510' left of centerline, up to 84' AGL/133' MSL. Trees beginning 1601' from departure end of runway, 427' right of centerline, up to 69' AGL/119' MSL. Pole 1570' from departure end of runway, 580' left of centerline, 45' AGL/85' MSL, Rwv 32, trees beginning 194' from departure end of runway, 222' left of centerline, up to 54' AGL/101' MSL. Trees beginning 494' from departure end of runway, 104' right of centerline, up to 50' AGL/99' MSL.

#### HFRI ONG

DEPARTURE PROCEDURE: Rwv 7. climb heading 060° to 800 before proceeding on course, Rwy 11, climb runway heading to 800 before proceeding on course.

#### JACKSONVILLE INTL

NOTE: Rwy7, bush 83' from departure end of runway, 262' right of centerline, 6' AGL/30' MSL. Multiple trees beginning 2737' from departure end of runway, 429' right of centerline, up to 89' AGL/118' MSL. Rwy 13, electrical equipment 79' from departure end of runway, 292' left of centerline, 3' AGL/27' MSL. Multiple trees beginning 1761' from departure end of runway, 563' left of centerline, up to 100' AGL/121' MSL. Multiple trees beginning 899' from departure end of runway, 151' right of centerline, up to 102' AGL/121' MSL. Pole 755' from departure end of runway, 700' left of centerline, 33' AGL/ 52'MSL. Rwy 25, multiple trees beginning 2341' from departure end of runway, 793' right of centerline, up to 80' AGL/102' MSL. Rwy 31, tree 2816' from departure end of runway, 691' left of centerline, 83' AGL/102' MSL. Multiple trees beginning 2227' from departure end of runway, 576' right of centerline, up to 89' AGL/108' MSL.



#### JACKSONVILLE NAS (TOWERS FIELD)(KNIP)

DEPARTURE PROCEDURES: Rwv 10. Diverse departures only between 095° through 275° CW. Rwy 14. Diverse departures only between 095° through 320° CW.

Rwv 32. Diverse departures only between 351° through 141° CCW

TAKE-OFF OBSTACLES: Rwv 28: Pole 1064' from DER.

782' left of centerline, 65' MSL, Rwy 32: Trees 222' from DER, 241' right of centerline, 56' MSL. Trees 430' from DER, 226' right of centerline, 46' MSL. Trees 680' from DER, 530' right of centerline, 59' MSL, Pole 750' from DER, 559' right of centerline, 67' MSL, Road and vehicle 769' from DER at Rwy centerline, 35' MSL, Trees 819' from DER, 642' left of centerline, 84' MSL. Pole 872' from DER, 285' left of centerline, 59' MSL, Trees 945' from DER, 137' left of centerline, 77' MSL, Trees 1048' from DER, 98' right of centerline, 72' MSL. Trees 1081' from DER, 185' right of centerline, 48' MSL, Trees 1317' from DER, 366' left of centerline, 94' MSL. Trees 1547' from DER, 421' left of centerline, 104' MSL, Trees 1737' from DER, 131' left of centerline, 108' MSL, Trees 1907' from DER, 462' left of centerline, 128' MSL, Trees 2037' from DER, 321' left of centerline, 130' MSL, Trees 2497' from DER, 561' left of centerline, 133' MSL. Tower 2744'

#### **KEY WEST. FL**

#### **KEY WEST INTL**

DEPARTURE PROCEDURE: Rwys 9, 27, climb on a heading between 087° clockwise to 033° from departure end of runway to avoid R-2916 and unmarked tethered baloon up to 14000 MSL

from DER, 616' left of centerline, 87' MSL.

NOTE: Rwv 9, rod on antenna, dome on building, poles, and numerous trees beginning 38' from departure end of runway, 199' right of centerline, up to 75' AGL/82' MSL. Obstruction light on building, pole, and numerous trees beginning 4' from departure end of runway, 220' left of centerline, up to 38' AGL/45' MSL, Rwv 27, pole and numerous trees beginning 27' from departure end of runway, 116' right of centerline, up to 83' AGL/90' MSL. Numerous bushes and trees beginning 202' from departure end of runway, 78' left of centerline, up to 37' AGL/44'MSL

#### **KEY WEST NAS(BOCA CHICA FLD)** (KNQX) KEY WEST. FL. . . . . . . . . . . . . . . . 07214

Rwv 3, obstacle identification surface begins 25' above

DER Diverse departures authorized between 028° CCW to 216°. Left turn to departure heading only, Rwy 7. obstacle identification surface begins 20' above DER. Diverse departures authorized between 084° CW to 035°. Other departure headings expect Radar vectors, Do not exceed 310 KIAS until receiving Radar vectors. If no vectors are received by EYW VORTAC 12 DME or NOX TACAN 6 DME, then climbing right turn direct EYW for enroute aircraft or NQX TACAN for military aircraft intending use of local special use airspace. Turboprop aircraft cross EYW VORTAC or NQX TACAN at or above 3000. Turboiet aircraft cross EYW VORTAC or NQX TACAN at or above 5000, before proceeding on course. Do not exceed 310 KIAS until crossing the VORTAC or TACAN, Rwv 13, diverse departures authorized between 084° CW to 315°, Rwy 21, diverse departures authorized between 084° CW to 315°, Rwy 25. diverse departures authorized between 084° CW to 315°. Rwv 31, obstacle identification surface begins 20' above DER. Diverse departures authorized between 084° CW

TAKEOFF OBSTACLES: Rwv3. Mast 1374' from DER. 323' left of centerline, 58' AGL/63' MSL, Rwv 31, Blda 1058' from DER, 558' right of centerline, 39' AGL/43' MSL. Pole 1551' from DER, 474' right of centerline, 54' AGL/58' MSL.

#### **KEYSTONE HEIGHTS.FL**

KEYSTONE AIRPARK (42J) ORIG 09015 (FAA)

NOTE: Rwv 5, trees beginning 363' from departure end of runway, 503' left of centerline, up to 100' AGL/309' MSL. Trees beginning 1165' from departure end of runway, 331' right of centerline, up to 100' AGL/309' MSL, Rwy 11, trees beginning 995' from departure end of runway,

on centerline, up to 100' AGL/309' MSL. Rwy 23, trees beginning 375' from departure end of runway, on centerline, up to 87' AGL/257' MSL. Powerlines beginning 2436' from departure end of runway, 24' right of centerline, up to 100' AGL/279' MSL. Rwy 29, trees beginning 0' from departure end of runway, 263' right of centerline, up to 100' AGL/289' MSL, Trees beginning 563' from departure end of runway, on centerline, up to 100' AGL/289' MSL, Powerlines beginning 3048' from departure end of runway, 122' left of centerline, up to 100' AGL/279' MSL.



#### LA BELLE. FL LA BELLE MUNI (X14)

ORIG 08045 (FAA)

NOTE: Rwy 14, vehicles on roadway, beginning 98' from departure end of runway, 483' left of centerline, up to 15' AGL/39' MSL. Trees beginning 70' from departure end of runway, 357' right of centerline, up to 100' AGL/124' MSL. Poles and trees beginning 305' from departure end of runway, 157' left of centerline, up to 40' AGL/94' MSL. Building 562' from departure end of runway, 238' left of centerline, 14' AGL/38' MSL. Poles and trees beginning 745' from departure end of runway, 93' right of centerline, up to 40' AGL/60' MSL, Rwv 32, airplanes on taxiway beginning 18' from departure end of runway, 130' left of centerline, up to 12' AGL/31' MSL. Trees beginning 35' from departure end of runway, 135' right of centerline, up to 100' AGL/119' MSL. Trees beginning 61' from departure end of runway, 6' left of centerline, up to 100' AGL/119' MSL. Vehicle on roadway beginning 136' from departure end of runway, 450' right of centerline, up to 15' AGL/34' MSL. Building 446' from departure end of runway, 214' right of centerline, 18' AGL/37' MSL. Pole 1578' from departure end of runway, 789' left of centerline, 43' AGL/62' MSL.

#### LAKE CITY. FL

LAKE CITY MUNI

TAKE-OFF MINIMUMS: Rwy 28, 300-1 or std. with a min. climb of 330' per NM to 500.

#### LAKE WALES, FL

LAKE WALES MUNI (X07)

ORIG 08325 (FAA)

NOTE: Rwv 6, trees beginning 1403' from departure end of runway, 165' left of centerline, up to 100' AGL/229 MSL. Trees beginning 2739' from departure end of runway, 899' right of centerline, up to 100' AGL/234' MSL. Rwy 17, trees beginning 534' from departure end of runway, 642' right of centerline, up to 100' AGL/224' MSL. Rwy 24, trees beginning 2462' from departure end of runway, 836' left of centerline, up to 100' AGL/224' MSL. Rwv 35, trees beginning 2567' from departure end of runway, 468' left of centerline, up to 100' AGL/234' MSL. Buildings beginning 691' from departure end of runway, 1' right of centerline up to 74' AGL/205' MSL.

#### LAKELAND.FL

LAKELAND LINDER RGNL

NOTE: Rwv 5. trees 720' from departure end of runway. 49' right of centerline, up to 47' AGL/191' MSL. Trees 869' from departure end of runway, 219' left of centerline, up to 39' AGL/183' MSL. Rwy 9, trees 423' from departure end of urnway, 53' right of centerline, up to 68' AGL/212' MSL. Trees 590' from departure end of runway, 185' left of centerline, up to 66' AGL/210' MSL. Rwy 27, trees 70' from departure end of runway, 75' left of centerline, up to 78' AGL/207' MSL. Pole 383' from departure end of runway, 476' left of centerline, 16' AGL/ 155' MSL. Trees 1795' from departure end of runway, 116' right of centerline, up to 76' AGL/205' MSL.

#### LEESBURG.FL LEESBURG INTL (LEE)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: Rwv 3, 400-2 1/4 or std. w/min.

climb of 272' per NM to 600. NOTE: Rwv 3, tower 1.78 NM from DER, 2631 left of

centerline, 310' AGL/382' MSL. Sign and trees beginning 187' from DER, 259' left of centerline, up to 72' AGL/150' MSL Poles and trees beginning 62' from DER, 209' right of centerline, up to 63' AGL/96' MSL. Blast fence 78' from DER, on centerline, 11' AGL/85' MSL. Vehicle on road 176' from DER, 2' left to right of centerline, 17' AGL/96' MSL. Rwy 13, trees beginning 265' from DER, 365' left of centerline, up to 86' AGL/150' MSL.Trees beginning 181' from DER, 370' right of centerline, up to 76' AGL/140' MSL. Vehicle on road 237' from DER 548' right to left of centerline 15' AGL/80' MSL. Rwy 21, tree 3614' from DER, 126' right of centerline, 109' AGL/82' MSL, Trees beginning 776' from DER, 202' left of centerline, up to 115' AGL/179' MSL. Vehicle on road 75' from DER, 390' left of centerline. 15' AGL/82' MSL. Rwy 31, poles and trees beginning 62' from DER, 265' left of centerline, up to 70' AGL/159' MSL. Poles and trees beginning 532' from DER, 104' right of centerline, up to 100' AGL/204' MSL. Vehicle on road 822' from DER, 682' right to left of centerline, 17' AGL/101' MSL, Building 1791' from DER, 85' right of centerline, 36' AGL/125' MSL.

#### MACDILL AFB (KMCF)

TAKE-OFF OBSTACLES: Rwv 4: Palm tree 60' AGL/ 73' MSL 2134' from DER, 961' left of centerline. Pvlon 71' AGL/101' MSL 3961' from DER, 166' left of centerline.



#### MARATHON, FL THE FLORIDA KEYS MARATHON (MTH)

AMDT 1 07354 (FAA) DEPARTURE PROCEDURE: Rwv 7, climbing right turn

direct MTH NDB then via 307° bearing from MTH NDB to TIGAR Int before proceeding on course. Rwy 25. climb direct MTH NDB then via 307° bearing from MTH NDB to TIGAR Int before proceeding on course.

NOTE: Rwv 7, trees beginning 337' from departure end of runway, 324' right of centerline, up to 74' AGL/81' MSL. bush 166' from departure end of runway, 323' right of centerline. 9' AGL/16' MSL, pole 726' from departure end of runway, 589' right of centerline, 39' AGL/46' MSL, rod on obstruction light 1404' from departure end of runway. 655' right of centerline, 55' AGL/62' MSL, transmission pole 2360' from departure end of runway, 1029' right of centerline, 89' AGL/96' MSL, rod on obstruction light antenna 3366' from departure end of runway, 1010' right of centerline, 136' AGL/143' MSL, antenna 3270' from departure end of runway, 1253' right of centerline, 121' AGL/128' MSL, tower 3427' from departure end of runway, 1033' right of centerline, 115' AGL/121' MSL trees beginning 242' from departure end of runway, 99' left of centerline, up to 75' AGL/82' MSL, antennas 1660' from departure end of runway, 371' left of centerline, up to 86' AGL/93' MSL, pole 876' from departure end of runway, 468' left of centerline, 39' AGL/46' MSL, concrete pole 1391' from departure end of runway, 534' left of centerline, 51' AGL/58' MSL, Pole 1441' from departure end of runway, 586' right of centerline, 55' AGL/62' MSL. Rwv 25, trees beginning 122' from departure end of runway, 224' right of centerline, up to 65' AGL/72' MSL, poles beginning 702' from departure end of runway, 470' right of centerline, up to 37' AGL/44' MSL, antenna 1752' from departure end of runway, 135' right of centerline, 49' AGL/56' MSL, trees beginning 223' from departure end of runway, 324' left of centerline, up to 66' AGL/73' MSL, rod on obstruction light antenna beginning 2353' from departure end of runway, 22' right of centerline, up to 138' AGL/145' MSL, antenna 2953' from departure end of runway, 745' left of centerline, 75'

#### MARCO ISLAND, FL

MARCO ISLAND (MKY)

AMDT 2 09351 (FAA)

DEPARTURE PROCEDURE: Rwy 35, climb heading 005° to 700 before turning west. CAUTION: Strobelight and unmarked balloon on cable to 14000' in R-2916.78 NM south of Marco Island, All aircraft should establish positive course guidance to ensure avoidance of this obstacle.

AGL/82' MSL, transmission pole 1545' from departure

end of runway, 693' left of centerline, 60' AGL/67' MSL.

NOTE: Rwy 17, trees beginning 79' from DER, left and right of centerline, up to 48' AGL/52' MSL. Wind sock 76' from DER, 310' right of centerline, 21' AGL/25' MSL. Rwy 35, antenna 11' from DER, 384' left of centerline, 53' AGL/57' MSL. Sign 16' from DER, 255' left of centerline, 5' AGL/9' MSL. Trees beginning 64' from DER, left and right of centerline up to 51' AGL/55' MSL.

#### MARIANNA, FL MARIANNA MUNI (MAI)

ORIG 09071 (FAA) TAKE-OFF MINIMUMS: Rwv 18, 300-1% or std. w/min.

climb of 222' per NM to 400 NOTE: Rwv 8 trees beginning 2518 from DER 1016

right of centerline, up to 100' AGL /219' MSL Rwv 18. trees beginning 57' from DER, 275' right of centerline. up to 100' AGL/279' MSL. Trees beginning 1241' from DER 366' left of centerline up to 100' AGL /209' MSL Rwy 26, trees beginning 3180' from DER, 1278' right of centerline un to 100' AGI /209' MSI Rwy 36, trees beginning 2230' from DER, 1003' left of centerline, up to 100' AGL/209' MSL. Trees beginning 2352' from DER, 1007' right of centerline, up to 100' AGL/209' MSL.

#### MAYAGUEZ. PR

#### FUGENIO MARIA DE HOSTOS TAKE-OFF MINIMUMS: Rwv 9, 1400-3 or std. with a

min, climb of 500' per NM to 1400. DEPARTURE PROCEDURE: Rwv 9, climb via MAZ R-083 to 2500, aircraft northeasthound on G633

continue climb on course. All others turn left direct MAZ VOR/DME before proceeding on course. Rwy 27. climb via MAZ R-277 to 1500. Aircraft westbound on G633 continue climb on course. All others climbing right turn direct MAZ VOR/DME so as to cross at or above MEA for direction of flight.

#### MAYPORT NS (ADM DAVID L. MC DONALD FLD)(KNRB)

TAKE-OFF OBSTACLES: Rwy 5, Vessels with masts to 150' MSL, 500' to 2900' from DER, Rwv 23. Vessels with masts to 150' MSL, 1600' right of rwy centerline to 4000' from DER.

#### MELBOURNE.FL

MELBOURNE INTL

NOTE: Rwy 5, multiple trees 1584' from departure end of runway, 222' left of centerline, up to 43' AGL/64' MSL. Rwv 9L, tree 108' from departure end of runway, 479' left of centerline, 25' AGL/62' MSL. Rwy 9R, multiple trees 1855' from departure end of runway, 434' left of centerline, up to 43' AGL/73' MSL. Tree 1332' from departure end of runway, 434' right of centerline, 36' AGL/56' MSL, Rwv 23, bush 20' from departure end of runway, 217' right of centerline, 8' AGL/33' MSL, tower 6034' from departure end of runway, 750' right of centerline, 152' AGL/177' MSL. Multiple trees beginning 284' from departure end of runway, 121' left of centerline, up to 47' AGL/72' MSL. Rwy 27R, multiple trees beginning 543' from departure end of runway, 169' left of centerline, up to 51' AGL/81' MSL. Multiple trees beginning 1202' from departure end of runway, 114' right of centerline, up to 58' AGL/88' MSL.



#### MERRITT ISLAND, FL MERRITTISI AND

#### NOTE: Rwv 29, rod on airport beacon obstruction light.

138' from departure end of runway 514' right of centerline 61' AGL/67' MSL: pole 82' from departure end of runway 403' left of centerline 34' AGL /40' MSL: note 468' from departure end of runway 508' right of centerline 37' AGL/ 43' MSL: hangar, 221' from departure end of runway, 278' right of centerline, 22' AGL /28' MSL: pole 490' from departure end of runway, 306' left of centerline, 28' AGL/34' MSL: tree, 987' from departure end of runway, 476' left of centerline 40' AGI /46' MSI : tree 1287' from departure end of runway, 432' left of centerline, 47' AGL/53' MSL: tree 1415' from departure end of runway 560' left of centerline, 48' AGL/54' MSL; building, 556' from departure end of runway. 530' right of centerline. 25' AGI / 31'MSI: tree 1654' from departure end of runway 464' right of centerline, 48' AGL/54' MSL: obstruction light on windsock 551' from departure end of runway 234' right of centerline, 19' AGL/25' MSL; pole, 1306' from departure end of runway, 259' right of centerline, 37' AGL/43' MSL: building 429 from departure end of runway 436 right of centerline, 15' AGL/21' MSL: tree, 1953' from departure end of runway 524' left of centerline 49' AGL /55' MSL

#### MIAMI. FL

#### KENDALL-TAMIAMI EXECUTIVE (TMB) AMDT 8 09295 (FAA)

313° to 900 before turning left.

AGL/119'MSL

DEPARTURE PROCÉDURE: Rwy 9L, climb heading 093° to 800 before turning right. Rwv 9R, climb heading 093° to 900 before turning right, Rwv 13, climb heading 133° to 1400 before turning right. Rwy 27L, climb heading 273° to 1400 before turning left, Rwy 27R, climb heading

273° to 1300 before turning left. Rwy 31, climb heading

NOTE: Rwv 9L, trees beginning 1731' from DER, 717' left of centerline, up to 100' AGL/119' MSL. Tree 3013' from DER, 687' right of centerline, 100' AGL/119' MSL, Rwy 9R. signs beginning 35' from DER, 182' left of centerline, up to 3' AGL/11' MSL. Trees beginning 1296' from DER, 516' left of centerline, up to 100' AGL/119' MSL, Tree 2712' from DER, 1185' right of centerline, 100' AGL/119' MSL. Rwv 13. tree 1100' from DER, 764' right of centerline. 100' AGL/119' MSL. Pole 1249' from DER, 588' right of centerline, 56' AGL/70' MSL. Rwy 27L, transmission towers beginning 1858' from DER, 910' left of centerline. up to 72' AGL/82' MSL. Tree 2106' from DER, 998' right of centerline, 100' AGL/119' MSL, Rwv 27R, trees beginning 149' from DER, 352' right of centerline, up to

100' AGL/119' MSL. Obstruction light on tower 372' from DER, 458' right of centerline, 54' AGL/64' MSL Obstruction light antenna 385' from DER, 450' right of centerline, 49' AGL/59' MSL, Rwv 31, trees beginning 163' from DER, 410' left of centerline, up to 100' AGL/119' MSL. Tree 3583' from DER, 360' right of centerline, 100'

#### MIAMI, FL (CON'T) MIAMINTI

#### TAKE-OFF MINIMUMS: Rwv 81, 300-11/4 or std. w/min

climb of 382' per NM to 300. Rwv 9, std. w/min, climb of 233' per NM to 1200

DEPARTURE PROCEDURE: Rwvs 8L/R, climb heading 092° to 1000 before turning right Rwv 12. climbing right turn to intercept DHP VORTAC R-125 to 1100 before turning left. NOTE: Rwv 81, building 3391' from departure end of

runway, 1024' left of centerline, 160' AGL/172' MSL.

Glideslope antenna 804' from departure end of runway. 501' right of centerline 32' AGL /46' MSL Multiple towers and buildings beginning 1350' from departure end of runway 691' left of centerline up to 150' AGL /164' MSL. Rwv 8R, tree 4064' from departure end of runway. 959' right of centerline, 98' AGL/112' MSL, Antenna and multiple trees beginning 2719' from departure end of runway, 194' left of centerline, up to 85' AGL/98' MSL. Rwv 9, light 1232' from departure end of runway 785' left of centerline, 39' AGL/48' MSL. Windsock 22' from departure end of runway, 438' right of centerline, 21' AGL/30' MSL. Rwv 12, railroad beginning 4' from departure end of runway, 356' right of centerline, 23' AGL/28' MSL. Building and tree beginning 1064' from departure end of runway, 118' right of centerline, up to 94' AGL/108' MSL. Windsock 681' from departure end of runway 345' left of centerline 21' AGL/30' MSL Rwy 26L, tower and multiple trees beginning 1306' from departure end of runway, 638' right of centerline, up to 63' AGL/77' MSL. Tree and light pole beginning 1773' from departure end of runway, 568' left of centerline, up to 61' AGL/75' MSL, Rwv 26R, tower, building, multiple light poles and trees beginning 741' from departure end of runway, 1' right of centerline, up to 66' AGL/80' MSL. Pole, building, and tower beginning 255' from departure end of runway, 5' left of centerline, up to 34' AGL/48' MSL. Rwv 27, railroad, tree and multiple light poles beginning 750' from departure end of runway, 94' left of centerline, up to 62' AGL/76' MSL, Rwv 30, pole. multiple towers and trees beginning 1414' from departure end of runway, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from departure end of

runway, 785' left of centerline, 52' AGL/66' MSL.



#### MIAMI, FL (CON'T) OPA-LOCKA EXECUTIVE (OPF)

AMDT 8 09211 (FAA)

TAKE-OFF MINIMUMS: Rwv 9R, 300-1 or std. w/min.

climb of 365' per NM to 300. DEPARTURE PROCEDURE: Rwv 9L, climb heading

089° to 1200 before turning north. Rwv 9R, climb heading 089° to 1000 before turning north, Rwy 12, climb heading 124° to 600 before turning north

Rwy 27R, climb heading 269° to 500 before turning north. NOTE: Rwv 9L, fence 48' from DER, 497' left of centerline. 7' AGI /17' MSI Trees 3246' from DER 885' right of centerline, 78' AGL/92' MSL, Rwy 9R, pole 1438' from DER, 737' right of centerline, 31'AGL/45' MSL, Trees beginning 1947' from DER, 366' left of centerline, up to 89' AGL/103' MSL. Tower 3832' from DER, 729' left of centerline 165'AGI /181'MSI Rwv 12, trees 1558' from DER, 610' right of centerline, 49' AGL/63' MSL, Trees 3564' from DER, 922' left of centerline, 100' AGL/109' MSL. Rwy 27L, poles beginning 1318' from DER, 258' left of centerline, up to 37' AGL/51' MSL, Trees 1781' from DER, 756' left of centerline, 100' AGL/109' MSL, Rwv 27R, trees 1127' from DER, 745' right of centerline, 72' AGL/86' MSL, Trees 1449' from DER, 312' left of centerline, 32' AGL/46' MSL. Trees 4225' from DER, 229' right of centerline, 100' AGL/114' MSL, Rwv 30, tree 1370' from DER, 437' left of centerline, 32' AGL/46' MSL, Trees beginning 1711' from DER, 614' right of centerline, up to

#### MILTON, FL

PETER PRINCE FIELD

NOTE: Rwv 18, power line 204' from departure end of runway on centerline, 40' AGL/119' MSL

100' AGL/109' MSL, Towers beginning 2542' from DER

565' right of centerline, up to 100' AGL/105' MSL.

#### NAPLES, FL

NAPLES MUNI (APF)

AMDT 2 09351 (FAA)

DEPARTURE PROCEDURE: Rwy 14, climb heading 137° to 600 before turning left.

NOTE: Rwy 5, trees beginning 92' from DER, left and right of centerline, up to 82' AGL/92' MSL. Tanks 1308' from DER, 293' left of centerline, up to 34' AGL/44' MSL Rwy 14, trees beginning 97' from DER, left and right of centerline, up to 101' AGL/108' MSL. Rwy 23, trees beginning 126' from DER, left and right of centerline, up to 66' AGL/70' MSL. Rwy 32, trees beginning 339' from DER, left and right of centerline, up to 119' AGL/123' MSL.

#### NASA SHUTTLE LANDING FACILITY (KTTS)

TITUSVILLE, FL

Rwv 15, Climb rwv heading to 800 before turning East.

#### NEW SMYRNA BEACH, FL NEW SMYRNA BEACH MUNI

NOTE: Rwv 2, tree 1271' from departure end of runway 628' left of centerline, 85' AGL/93' MSL, tree 1816' from departure end of runway 585' right of centerline 48' AGL/56' MSL. Rwy 7, transmission tower 348' from departure end of runway 348' right of centerline 43' AGI /51 MSI transmission tower 1832 from departure end of runway, 150' left of centerline, 53' AGL/61' MSL. Rwv 11, tree 509' from departure end of runway 499' left of centerline, 53' AGL/61' MSL, tree 1420' from departure end of runway, 485' right of centerline, 54' AGI /62' MSI Rwy 20, tree 542' from departure end of runway, 397' right of centerline, 71' AGL/80' MSL, tree 1345' from departure end of runway 322' left of centerline, 72' AGL/81' MSL. Rwv 25, tree 1674' from departure end of runway, 104' left of centerline, 90' AGL/ 100' MSL, tree 1835' from departure end of runway, 158' right of centerline, 86' AGL/96' MSL, Rwy 29, tree 1853' from departure end of runway 197' left of centerline 90' AGL/100' MSL, tree 1535' from departure end of runway. 394' right of centerline, 76' AGL/86' MSL.

#### MASSEY RANCH AIRPARK (X50) ORIG 09323 (FAA) NOTE: Rwv 18, trees beginning 132' from DER, left and

right of centerline, up to 70' AGL/84' MSL. Vehicles on road beginning 23' from DER, left and right of centerline, up to 15' AGL/29' MSL. Power line, 2358' from DER, right and left of centerline, up to 100' AGL/ 109' MSL, Rwv 36, trees beginning 300' from DER, left and right of centerline, up to 70' AGL/84' MSL. Vehicles on road beginning 23' from DER, 156' right of centerline, up to 15' AGL/29' MSL. Building 962' from DER, 167' right of centerline, 33' AGL/45' MSL, Tower 5101' from DER, 401' right of centerline, 152' AGL/162' MSL.

#### OCALA, FL

OCALA INTL-JIM TAYLOR FLD (OCF) ORIG 09015 (FAA) DEPARTURE PROCEDURE: Rwv 8. climb heading

069° to 500 before proceeding on course. NOTE: Rwy 18, trees beginning 316' from departure end of runway, 527' right of centerline, up to 30' AGL/106' MSL. Rwy 26, trees beginning 83' from departure end of runway, 255' left of centerline, up to 100' AGL/204' MSL. Trees beginning 272' from departure end of runway, 10' right of centerline, up to 100' AGL/194' MSL. Rwy 36, taxiing aircraft, 43' from departure end of runway, 305' right of centerline, up to 10' AGL/94' MSL.

Trees beginning 196' from departure end of runway. 500' left of centerline, up to 70' AGL/164' MSL. Trees beginning 2668' from departure end of runway, 305' right of centerline, up to 70' AGL/162' MSL.

09351



#### ORLANDO, FL EXECUTIVE (ORL)

AMDT 3A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25.** 500-21/2 or std. with a

min. climb of 260' per NM to 700.

DEPATURE PROCEDURE: **Rwy 31**, climb heading 314° to 600 before turning left.

NOTE: Rwv 7, numerous trees beginning 194' from departure end of runway 542' right of centerline, up to 114' AGL/132' MSL. Rwy 13, numerous trees and poles beginning 824' from departure end of runway, 126' right of centerline up to 119' AGL /173' MSL Pole 1275' from departure end of runway, 502' left of centerline, 119' AGL/ 160' MSL. Rwv 25, building 2 NM from departure end of runway, 4195' right of centerline, 439' AGL/547' MSL. Numerous trees beginning 1318' from departure end of runway 277' right of centerline up to 119' AGI /191 MSL. Tree 1823' from departure end of runway, 582' left of centerline, 109' AGL/156' MSL, Rwv 31, numerous poles and trees beginning 828' from departure end of runway, 392' right of centerline, up to 109' AGL/139' MSL. Numerous poles, trees, and antenna beginning 948' from departure end of runway, 229' left of centerline.

# up to 104' AGL/161' MSL. KISSIMMEE GATEWAY TAKE-OFF MINIMUMS: Rwv 6.300-1.

ORLANDO INTL (MCO)

AMDT 1 08269 (FAA)

NOTE: Rwy 17L, multiple trees beginning 1073' from departure end of runway, 23' left of centerline, up to 84' AGL/151' MSL. Rwy 17R, tree 1784' from departure end of runway, 965' right of centerline, 74' AGL/138' MSL. Rwy 35L, light and bush beginning 134' from departure end of runway, 456' left of centerline, up to 84' AGL/129' MSL. Rwy 35R, multiple trees beginning 2164' from departure end of runway, 5' right of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2596' from departure end of runway, 4' left of centerline, up to 89' AGL/172' MSL. Rwy 36L, light on sign 1063' from departure end of runway, 775' right of centerline, 94' AGL/123' MSL. Rwy 36R, multiple trees beginning 1365' from departure end of runway, 193' right of centerline, up to 94' AGL/133' MSL. Light ton sign 1063' from departure

end of runway, 726' left of centerline, 94' AGL/123' MSL.

# ORLANDO, FL(CON'T) ORLANDO SANFORD INTL (SFB)

AMDT 9 08269 (FAA)

DEPARTURE PROCEDURE: Rwv 27L, climb heading

275\* to 800 before proceeding northbound. Rwy 27C, climb heading 275° to 900 before proceeding northbound. Rwy 27R, climb heading 275° to 900 before proceeding northbound. Rwy 36, climb heading 005° to 2000 before proceeding no course.

NOTE: Rwv 9L, trees beginning 197' from departure end of runway, 25' left of centerline up to 55' AGL/79' MSL. Pole 2277' from departure end of runway 12' left of centerline 32' AGL/61' MSL. Trees beginning 956' from departure end of runway, 280' right of centerline 65' AGL/90' MSL. Rwv 9C, bush 162' from departure end of runway, 276' left of centerline 8' AGL/57' MSL, Tree 2305' from departure end of runway, 90' right of centerline up to 81' AGL/111' MSL. Rwy 9R, utilities beginning 430' from departure end of runway, 206' left of centerline up to 36' AGL/55' MSL. Trees beginning 986' from departure end of runway, 13' left of centerline up to 52' AGL /71' MSL Post 1' from departure end of runway 277' left of centerline 6' AGL/25' MSL. Utilities beginning 430' from departure end of runway, 109' right of centerline up to 36' AGL/55' MSL. Tree 1078' from departure end of runway, 463' right of centerline 34' AGL/53' MSL, Rwy 27L, trees beginning 2733' from departure end of runway, 260' left of centerline up to 72' AGL/131'MSL, Fence 229' from departure end of runway, 16' right of centerline 12' AGL/51' MSL. Rwy 27C. tower 2341' from departure end of runway, 544' left of centerline 128' AGL/185' MSL, Rod on obstruction light tower 2,364' from departure end of runway, 551' left of centerline 125' AGL/184' MSL. Rwy 27R, tower 3434' from departure end of runway, 1332' left of centerline 115' AGL/171' MSL. Pole 1378' from departure end of runway, 790' left of centerline 37' AGL/96' MSL. Trees beginning 1355' from departure end of runway, 147' left of centerline up to 71' AGL/120' MSL, Antenna on building 130' from departure end of runway, 440' right of centerline 18' AGL/67' MSL. Trees beginning 1453'

# to 63' AGL/112' MSL. ORMOND BEACH. FL

ORMOND BEACH MUNI (OMN)

ORIG 09211 (FAA)

NOTE: Rwy 8, trees beginning 8' from DER, left and right of centerline, up to 100' AGL/124' MSL. Rwy 26, trees beginning 20' from DER, left and right of centerline, up to 100' AGL/129' MSL. Rwy 17, trees beginning 23' from DER, left and right of centerline, up to 100' AGL/129' MSL. Power poles beginning 540' from DER, 589' right of centerline, up to 36' AGL/60' MSL. Building 640' from DER, 660' right of centerline, 21' AGL/45' MSL. Rwy 35, trees beginning 208' from DER, left and right of centerline, up to 100' AGL/129' MSL. Light poles beginning 1231' from DER, 571' left of centerline, up to 70' AGL/99' MSL.

from departure end of runway, 179' right of centerline up

# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

#### PALATKA, FL PALATKA MUNI-LT KAY LARKIN FIELD (28J)

ORIG 09295 (FAA)

TAKE-OFF MINIMUMS: Rwv 9, 200-11/2 or std. w/min.

climb of 207' per NM to 300, or alternatively, with standard take-off minimums and a normal 200 / NM climb gradient take-off must occur no later than 1300' prior to DER

NOTE: Rwv 9, trees beginning 558' from DER, 39' right 625' from DER, 7' left of centerline, up to 100' AGL/137'

of centerline, up to 100' AGL/105' MSL. Trees beginning MSI Tower 1 1 NM from DER 1398' right of centerline 164' AGL/199' MSL. Rwy 12, trees beginning at DER, 285' right of centerline, up to 100' AGL/131' MSL, Trees

beginning 1337' from DER, 211' left of centerline, up to 64' AGL/93' MSL. Rwy 17, trees beginning 237' from DER, 100' right of centerline, up to 100' AGL/164' MSL.

Trees beginning 796' from DER, 478' left of centerline. up to 100' AGL/169' MSL. Rwy 27, trees beginning 15' from DER, 56' left of centerline, up to 78' AGL/112' MSL. Trees beginning 49' from DER, 269' right of centerline, up to 72' AGL/101' MSL. Rwy 30, trees beginning 401' from DER, 554' right of centerline, up to 100' AGL/129' MSL, Buildings beginning 1315' from DER, 408' right of centerline, up to 75' AGL, 104' MSL. Trees beginning 1387' from DER,

41' left of centerline, up to 100' AGL/129' MSL. Rwy 35, buildings beginning 504' from DER, 403' right of centerline, up to 75' AGL/104' MSL. Trees beginning 788' from DER, 222' left of centerline, up to 100' AGL/ 129' MSL. Trees beginning 1387' from DER, 81' right of centerline, up to 100' AGL/119' MSL, Buildings beginning 1454' from DER, 850' left of centerline. up to

PALM COAST, FL FLAGLER COUNTY

DEPARTURE PROCEDURE: Rwv 29, aircraft departing on a course between 270° clockwise to 360° climb on heading 270° to 1300 before proceeding on course.

#### PAHOKEE.FL

75' AGL/104' MSL.

PALM BEACH COUNTY GLADES

NOTE: Rwy 17, tower 1600' from departure end of runway, 690' left of centerline, 127' AGL/143' MSL.

up to 65' AGL/72' MSL.

PANAMA CITY, FL

PANAMA CITY-BAY COUNTY INTL TAKE-OFF MINIMUMS: Rwv 5, 400-21/4 or std. with a

min. climb of 233' per NM to 500. NOTE: Rwy 5, towers 1.8 NM from departure end of runway, 3216' right of centerline, 319' AGL/338' MSL,

trees beginning 296' from departure end of runway, 205' right of centerline, up to 61' AGL/74' MSL, trees beginning 225' from departure end of runway, 217' left of centerline, up to 69' AGL/79' MSL. Rwy 5, multiple trees beginning 1585' from departure end of runway, 232' left of

centerline, up to 43' AGL/64' MSL, trees beginning 731' from departure end of runway, 200' right of centerline, up to 65' AGL/75' MSL. Rwy 14, trees and buildings beginning 445' from departure end of runway, 29' right of centerline, up to 80' AGL/110' MSL. Trees beginning 13' from departure end of runway, 374' left of centerline, up to 87' AGL/107' MSL. Rwy 23, numerous trees beginning 55' from departure end of runway, 236' left of centerline,

#### COCOA BEACH, FL ...... 08017

Rwv 2 Diverse departure authorized Cross DER at or with climb gradient of 200 ft/NM Rwv 11 Diverse

above 10' AGL/18' MSL for Take-Off Minima Standard

PATRICK AFB (KCOF)

departure authorized. Take-Off Minima Standard with

climb gradient of 200ft/NM Rwy 20 Diverse departure

authorized Cross DER at or above 20' AGI /25' MSI, for

Take-Off Minima Standard with climb gradient of 200 ft/

NM Rwv 29 Diverse departure authorized Take-Off

TAKE-OFF OBSTACLES: Rwv 2. Trees 150' AGL/

170' MSI 1 NM from DER 1985' left of centerline:

centerline: Road + Truck 37' AGI /45' MSI max 726'

from DER, 620' right of centerline; Flag Pole 85' AGL/ 96' MSL, 3325' from DER, 1273' left of centerline: Trees

Sign 26' AGL/33' MSL, 940' from DER, 648' left of

50' AGL /76' MSL max 1892' from DER 994' left of

centerline: Trees 75' AGL/100' MSL, max 2872' from

DER 1254' left of centerline: Trees 70' AGL/77' MSL

Road + Truck 12' AGI /29' MSI max 747' from DER

max 2740' from DER, 731' left of centerline: Antenna 79'

AGL/104' MSL, 3066' from DER, 1290' left of centerline:

574' right of centerline, Rwv 11, terrain 158' from DER.

381' right of centerline, up to 16' MSL; terrain 0' inward

of DER, 500' left of centerline, 16' MSL; wind sock 77'

from DER, 227' right of centerline, 28' AGL/34' MSL:

terrain starting 376' inward of DER 841' right of

centerline, up to 28' MSL: road + truck starting 719' from DER, 438' left of centerline, up to 35' AGL/49'

MSL: road + truck starting 1131' from DER, 240' right

914' from DER 880' left of centerline up to 0' AGL /21'

MSL. Rwv 20. Trees 150' AGL/170' MSL. 1 NM from

Trees 40' AGL/65' MSL, 2465' from DER, 620' left of

425' left of centerline. Rwy 29, terrain 86' from DER,

326' left of centerline, 13' MSL; terrain starting 0' from

DER, out to 353' right of centerline, up to 16' MSL; road + truck starting 435' from DER, out to 310' right of

centerline, up to 15' AGL/18'MSL: shrubs starting 380' from DER. 350' left of centerline, 60' AGL/65' MSL; bird

cannon #22 88' from DER, 455' right of centerline, 5'

of centerline, 0' AGL 10' MSL; fiber optic box #1 139' from DER, 460' right of centerline, 20' AGL/29' MSL:

AGL/9' MSL: fiber optic box #1 168' from DER, 133' left

sailboat mast 1583' from DER, 1221' right of centerline,

0' AGL/43' MSL; patrol boat starting 2' from DER, 775'

left of centerline, up to 0' AGL/10' MSL; sailboat mast

starting 786' from DER, 888' left of centerline, 0' AGL/

43' MSL.

PERRY.FL

PERRY-FOLEY

PENSACOLA. FL

PENSACOLA RGNL

centerline: Trees 40' AGL/100' MSL 3503' from DER

DER, 1801' and 1549' left of centerline: Trees 40' AGL/ 65' MSL, max 2526' from DER, 452' left of centerline:

of centerline, up to 35' AGL/49' MSL; sailboard mast

Minima Standard with climb gradient of 200ft/NM.

DEPARTURE PROCEDURE: Rwys 6, 12, 30, 36, climb on runway heading to 800 before turning.

DEPARTURE PROCEDURE: Rwv 26. climb runwav

heading to 800 before turning south.

09351

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



#### PLANT CITY, FL

PLANT CITY (PCM) ORIG 09127 (FAA)

NOTE: Rwv 10, trees beginning 264' from DER, 561' left

of centerline up to 100' AGL /229' MSL Trees beginning 490' from DER 13' right of centerline up to 100' AGL/239' MSL. Rwv 28, trees beginning 50' from DER, 278' right of centerline, up to 100' AGL/254' MSL. Trees beginning 515' from DER, 15' left of centerline up to 100' AGL /249' MSL. Train on railroad tracks 380' from DER 547' left of centerline up to 23' AGL/172' MSL. Vehicles on roadway, 266' from DFR

137' left of centerline, up to 15' AGL/169' MSL.

#### POMPANO BEACH, FL

POMPANO BEACH AIRPARK TAKE-OFF MINIMUMS: Rwv 10. 300-11/4 or std. w/min. climb of 261' per NM to 300. Rwv 15, 400-2 or std. w/ min, climb of 424' per NM to 500. Rwy 28, 300-1. DEPARTURE PROCEDURE: Rwy 10, climb heading 101° to 500 before proceeding on course. Rwv 15. climb heading 146° to 500 before proceeding on course NOTE: Rwv 6, multiple trees beginning 102' from departure end of runway, 233' right of centerline, up to 70' AGL/84' MSL. Multiple trees beginning 298' from departure end of runway, 26' left of centerline, up to 79' AGL/88' MSL. Rwv 10. obstruction light pole 154' from departure end of runway, 132' left of centerline, 7' AGL/ 18' MSL. Multiple trees beginning 427' from departure end of runway, 12' left of centerline, up to 48' AGL/62' MSL. Pole 670' from departure end of runway, 23' left of centerline, 22' AGL/33' MSL. Multiple trees beginning 711' from departure end of runway, 67' right of centerline, up to 49' AGL/63' MSL. Building 760' from departure end of runway, 343' right of centerline, 29' AGL/40' MSL. Rod on light pole, 891' from departure end of runway, 733' right of centerline, 41' AGL/52' MSL. Multiple light poles beginning 1264' from departure end of runway, 417' right of centerline, up to 50' AGL/59' MSL. Multiple light poles beginning 1340' from departure end of runway, 194' left of centerline, up to 50' AGL/59' MSL. Multiple flag poles beginning 1447' from departure end of runway, 167' left of centerline, up to 50' AGL/59' MSL. Building 1648' from departure end of runway, 418' right of centerline, 43' AGL/52' MSL. Antenna on building 2404' from departure end of runway, 287' right of centerline, 63' AGL/72' MSL. Antenna on building 5670' from departure end of runway, 604' right of centerline, 181' AGL/190' MSL. Multiple buildings 1 NM from departure end of runway, 888' left of centerline, 201' AGL/210' MSL. Rwy 15, building 503' from departure end of runway, 569' left of centerline, 41' AGL/52' MSL. Multiple trees beginning 523' from departure end of runway, 152' left of centerline, up to 53' AGL/62' MSL. Multiple trees beginning 749' from departure end of

runway, 190' right of centerline, up to 48' AGL/57' MSL.

Rod on light pole 871' from departure end of runway.

387' left of centerline, 41' AGL/52' MSL. Light pole

centerline, 42' AGL/51' MSL. Buildings 1.1 NM from

departure end of runway, 1259' left of centerline, 300'

AGL/310' MSL. Antenna on building 1.1 NM from departure end of runway, 1131' left of centerline, 277' AGL/282' MSL. Building 1.7 NM from departure end of runway, 1385' right of centerline, 255' AGL/265' MSL.

1006' from departure end of runway, 453' left of

POMPANO BEACH AIRPARK (CON'T) Rwy 24, multiple trees beginning 191' from departure end

of runway 24' right of centerline, up to 54' AGL/73' MSL Multiple trees 423' from departure end of runway, 3' left of centerline, up to 91' AGL/110' MSL, Tank 630' from departure end of runway, 600' right of centerline, 61' AGL/80' MSL. Rod on building 724' from departure end of runway 418' right of centerline 41' AGL/60' MSL Obstruction light on light pole 916' from departure end of runway, 66' right of centerline, 30' AGL/49' MSL, Rod on obstruction light tank 968' from departure end of runway, 712' right of centerline, 54' AGL/73' MSL. Rwv 28, multiple trees beginning 358' from departure end of runway, 140' left of centerline, up to 35' AGL/54' MSL. Light pole 722' from departure end of runway, 389' left of centerline, 28' AGL/47' MSL. Rod on building 777' from departure end of runway, 429' left of centerline, 41' AGL/60' MSL. Rod on building 869' from departure end of runway. 454' left of centerline, 42' AGL/61' MSL. Multiple trees 1001' from departure end of runway, 238' right of centerline, up to 43' AGL/62' MSL. Tank 1177' from departure end of runway, 422' left of centerline, 45' AGL/64' MSL. Pole 1781' from departure end of runway. 33' left of centerline, 45' AGL/64' MSL. Tower 2650' from departure end of runway, 1134' right of centerline,

PONCE.PR **MERCEDITA** 

TAKE-OFF MINIMUMS: Rwv 30. 500-1 or std. with a min. climb of 510' per NM to 600.

190' AGL/207' MSL. Rwy 33, multiple trees beginning

up to 59' AGL/78' MSL. Antenna on building 529' from

34' MSL. Multiple trees 702' from departure end of

departure end of runway, 399' left of centerline, 18' AGL/

runway, 458' right of centerline, up to 37' AGL/56' MSL.

136' from departure end of runway, 157' left of centerline.

DEPARTURE PROCEDURE: Rwy 12, climb to 2100 direct PSE VOR/DME and PSE VOR/DME R-121, then climbing right turn direct PSE VOR/DME. Continue climb in holding pattern, hold SE, left turns, 301° inbound, until reaching enroute altitude. Rwy 30, immediate climbing left turn to 2100 direct PSE VOR/ DME and PSE VOR/DME R-121, then climbing right turn direct PSE VOR/DME. Continue climb in holding pattern, hold SE, left turns, 301° inbound, until reaching enroute altitude.

#### PUNTA GORDA. FL

CHARLOTTE COUNTY (PGD)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: Rwys 9,27, NA-airport authority request.

NOTE: Rwy 4, multiple trees beginning 34' from departure end of runway, 292' right of centerline. up to 63' AGL/84' MSL. Rwy 15, multiple trees beginning 133' from departure end of runway, 449' right of centerline, up to 84' AGL/104' MSL. Multiple trees beginning 43' from departure end of runway, 129' left of centerline, up to 48' AGL/68' MSL. Rwy 22, multiple trees beginning 373' from departure end of runway, 390' right of centerline, up to 54' AGL/73' MSL. Rwv 33. tree 638' from departure end of runway, 618' left of centerline, 38' AGL/53' MSL.

09351



QUINCY, FL

#### OLUNCY MUNI (2.19)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: Rwv 32, 300-2 or std. w/min climb of 217' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200 / NM climb gradient takeoff must occur no later than 1700' prior to DER.

NOTE: Rwv 14, trees beginning abeam DER 421' left of centerline up to 100' AGL /299' MSL. Vehicles on road abeam DER, 340' left of centerline, 15' AGL/214' MSL. Trees beginning abeam DER 255' right of centerline up to 100' AGL/309' MSL. Vehicles on road abeam DER. 174' right of centerline, 15' AGL/224' MSL, Rwv 32, trees beginning abeam DER 307' left of centerline up to 100' AGL/329' MSL. Vehicles on road abeam DER, 398' left of centerline 15'AGI /244'MSI. Trees beginning 910' from DER, 722' right of centerline, up to 100' AGL/329' MSL. Powerline beginning 1225' from DER, left and right of centerline up to 79' AGL/327' MSL

#### ST. AUGUSTINE, FL. ST AUGUSTINE

NOTE: Rwv 2, trees 1355' from departure end of runway 314' right of centerline, 100' AGL/104' MSL, Rwy 20. aircraft on ramp abeam departure end of runway, 158 right of centerline, up to 32' AGL /41' MSL. Aircraft on taxiway 182' from departure end of runway, on centerline. up to 32' AGL/42' MSL. Buildings beginning 220' from departure end of runway, 402' right of centerline, up to 34' AGL/44' MSL. Hangars beginning 174' from departure end of runway 180' left of centerline up to 16' AGL /26' MSL. Vehicles on road and train on railroad beginning 419' from departure end of runway, 599' right of centerline, up to 23' AGL/37' MSL. Numerous trees beginning 589' from departure end of runway, 652' right of centerline, up to 100' AGL/114' MSL. Numerous trees beginning 754' from departure end of runway, 586' left of centerline, up to 100' AGL/109' MSL, Rwv 24, hangars beginning abeam departure end of runway, 400' left of centerline, up to 16' AGL/26' MSL, Aircraft on ramp 55' from departure end of runway, 119' right of centerline up to 32' AGL/41' MSL. Buildings beginning 150' from departure end of runway, 191' right of centerline, up to 34' AGL/44' MSL. Vehicles on road and train on railroad beginning 571' from departure end of runway, on centerline, up to 23' AGL/37' MSL. Numerous trees beginning 742' from departure end of runway, left and right of centerline, up to 100' AGL/114' MSL. Rwy 31, numerous trees beginning 87' from departure end of runway, 418' left of centerline, up to 89' AGL/98' MSL. Vehicles on road and train on railroad beginning at departure end of runway, 237' left of centerline, up to 23' AGL/37' MSL. Numerous trees beginning 242' from departure end of runway, 2' right of centerline, up to 85' AGL/99' MSL.

#### ST. PETERSBURG. FL

#### ALBERT WHITTED

TAKE-OFF MINIMUMS: Rwy 36, 300-1 or std. with a min. climb of 320' per NM until 500.

DEPARTURE PROCEDURE: Rwy 18,25, climb runway heading to 500 before turning right. Rwy 7,36, climb runway heading to 500 before turning left. NOTE: Rwy 25, 70' MSL/63' AGL building 350' from

departure end of runway, 375' left of runway centerline.

#### ST. PETERSBURG. FL (CON'T) ST PETERSBURG-CLEARWATER INTL (PIE)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: Rwvs 17R, 35L, NA - VFR runway Rwy 22, 200-1\% or std w/min\_climb of 230\cdot per NM to 300, or alternatively, with standard takeoff minimums and a normal 200'per NM climb gradient. takeoff must occur no later than 1700' prior to departure end of runway.

DEPARTURE PROCEDURE: Rwv 9, climb heading 090° to 500 before proceeding southbound. NOTE: Rwv 4, trees beginning 175' from departure end of runway, 280' right of centerline, up to 72' AGL/76' MSL. Bush 496' from departure end of runway, 259' right of centerline, 27' AGL/31' MSL, Bush 511' from departure end of runway, 327' left of centerline, 17' AGL/

21' MSL. Trees beginning 523' from departure end of runway, 226' left of centerline, up to 17' AGL/21' MSL. Boats beginning 775' from departure end of runway, on centerline, up to 25' AGL/25' MSL, Rwv 9, trees beginning 352' from departure end of runway, 469' right of centerline, up to 47' AGL/51' MSL. Trees beginning 1161' from departure end of runway, 386' left of centerline, up to 40' AGL/44' MSL. Rwy 17L, building 689' from departure end of runway, 418' right of centerline, 35' AGL/44' MSL, Building 833' from departure end of runway, 439' right of centerline, 35' AGL/44' MSL. Signs beginning 909' from departure end of runway, 98' right of centerline, up to 49' AGL/58' MSL. Poles beginning 970' from departure end of runway, 114' right of centerline, up to 49' AGL/58' MSL. Poles beginning 1015' from departure end of runway. 103' left of centerline, up to 38' AGL/47' MSL. Sign 1336' from departure end of runway, 198' left of

centerline, 44' AGL/53' MSL, Tree 2100' from departure end of runway, 996' right of centerline, 96' AGL/105' MSL, Antenna on hopper 2,583' from departure end of runway, 801' right of centerline, 80' AGL/89' MSL. Rwy 22, trees 1007' from departure end of runway, 109' left of centerline, up to 65' AGL/74' MSL. Tree 1629' from departure end of runway, 88' right of centerline, 61' AGL/70' MSL. Tower 5591' from departure end of runway, 266' right of centerline, 153' AGL/168' MSL. Rwy 27, poles beginning 188' from departure end of runway, 138' right of centerline, up to 66' AGL/75' MSL. Hangar lights 552' from departure end of runway, 450' right of centerline, 25' AGL/34' MSL. Poles beginning 605' from departure end of runway, 179' left of centerline, up to 40' AGL/49' MSL. Trees beginning 1540' from departure end of runway, 224' left of centerline, up to 57' AGL/66' MSL. Antenna on tank 2188' from departure end of runway, 712' left of centerline, 71' AGL/80' MSL. SAN JUAN, PR

#### FERNANDO LUIS RIBAS DOMINICCI

TAKE-OFF MINIMUMS: Rwy 9, 400-2 or std. with a min. climb of 290' per NM to 400. Rwy 27, 300-1. NOTE: Rwv 9. numerous close-in trees and buildings to 177' AGL right of centerline within 3200' of departure end, additional buildings to 177' AGL left and right of centerline within 5500' of departure end. Rwy 27, ship maneuvering area within 5200' of departure end of



## SAN JUAN, PR (CON'T)

AMDT 7 09239 (FAA)

DEPARTURE PROCEDURE: Rwv 8. climb on a heading

between 109° CCW to 258° from DER, or minimum climb of 381' per NM to 5000 for all other courses. Rwy 10, climb on a heading between 91° CCW to 281° from DER, or minimum climb of 390' per NM to 4900 for all other courses. Rwy 26, climb on a heading between 255° CW to 078° from DER, or minimum climb of 311' per NM to 4800 for all other courses. Rwy 28, climb on a heading between 260° CW to 101° from DER, or minimum climb of 313' per NM to 4800 for all other courses.

of centerline, up to 84 'AGL/107' MSL. Rwy 10, trees beginning 157' from DER, left and right of centerline, up to 54' AGL/61' MSL. Rwy 26, building and trees beginning 8' from DER, 339' right of centerline, up to 138' AGL/154' MSL. Sign and bushes beginning 381' from DER, 374' left of centerline, up to 28' AGL/35' MSL. Rwy 28, bush and trees beginning 159' from DER, 476' left of centerline, up to 61' AGL/71' MSL. Pole 438' from DER, 587' left of centerline, 31' AGL/38' MSL.

#### SARASOTA(BRADENTON), FL SARASOTA/BRADENTON INTL (SRQ)

AMDT 1 08269 (FAA)

NOTE: Rwy 4, multiple trees beginning 831' from

departure end of runway 91' right of centerline up to 57' AGL /87' MSL Floodlight 521' feet from departure end of runway, 274' right of centerline, 23' AGL/48' MSI Floodlight 786' from departure end of runway 152' right of centerline, 22' AGL/47' MSL, Pole 989' from departure end of runway, 492' right of centerline. 35' AGL/65' MSL. Vehicle on road 370' from departure end of runway, 261' right of centerline, 17' AGL/42' MSL, Multiple trees beginning 926' from departure end of runway, 54' left of centerline, up to 71' AGL/96' MSL. Building 200' from departure end of runway 506' left of centerline, 33' AGL/58' MSL, Camera on pole 1012' from departure end of runway, 250' left of centerline, 27' AGL/52' MSL, Rwv 14, multiple trees beginning 345' from departure end of runway, 277' right of centerline. up to 69' AGL/94' MSL Multiple trees beginning 119' from departure end of runway, 365' left of centerline, up to 30' AGL/55' MSL. Railroad 431' from departure end of runway 533' left of centerline 24' AGL /44' MSL Rwy 22, tree 1383' from departure end of runway, 438' left of centerline, 53' AGL/73' MSL, Tree 1534' from departure end of runway, 338' left of centerline, 54' AGL/74' MSL. Light pole 1157' from departure end of runway 530' left of centerline 42' AGL /62' MSL Vent on building 1688' from departure end of runway, 61' left of centerline, 55' AGL/75' MSL, Pole 1189' from departure end of runway, 349' left of centerline, 41' AGL/61' MSL. Sign 865' from departure end of runway. 162' left of centerline, 31' AGL/51' MSL, Light pole 881' from departure end of runway, 37' left of centerline, 30' AGL/50' MSL, Tree 1732' from departure end of runway, 51' right of centerline, 58' AGL/78' MSL, Sign 592' from departure end of runway, 382' right of centerline, 28' AGL/48' MSL, Flood light 643' from



#### SEBRING, FL SEBRING RGNI

NOTE: Rwv 14, trees 1716 from departure end of runway. 527' right of centerline up to 100' AGL /150' MSL Rwy

18, trees beginning 11' from departure end of runway, 216'

left of centerline, up to 51' AGL/101' MSL.

right of centerline, up to 76' AGL/132' MSL, Rwv 32, trees 988' from departure end of runway, 23' right of centerline. up to 100' AGL/146' MSL. Railroad 500' from departure end of runway, on centerline, up to 23' AGL/77' MSL.

Rwy 36, trees beginning 107' from departure end of runway, 157' right of centerline, up to 57' AGL/107' MSL. Trees beginning 107' from departure end of runway, 141'

#### STUART, FL WITHAM FIELD (SUA)

AMDT 2 09239 (FAA)

DEPARTURE PROCEDURE: Rwy 25, climb heading

290° to 1700 before proceeding on course. Rwy 30, climb heading 295° to 1300 before proceeding on course. NOTE: Rwy 7, trees beginning 75' from DER, 289' left of centerline, up to 100' AGL/114' MSL, Trees beginning 268' from DER, 287' right of centerline, up to 100' AGL/ 109' MSL. Rwy 12, pole and trees beginning 35' from DER, 55' left of centerline, up to 59' AGL/73' MSL. Trees beginning 763' from DER, 45' right of centerline, up to 67' AGL/81'MSL. Rwy 16, trees beginning 627' from DER, 42' left of centerline, up to 46' AGL/60' MSL. Trees

beginning 70' from DER, 202' right of centerline, up to 92' AGL/106' MSL. Rwy 25, storage racks and trees beginning 176' from DER, 17' left of centerline, up to 36' AGL/55' MSL. Trees beginning 123' from DER, 316' right of centerline, up to 55' AGL/79' MSL, Rwv 30, trees beginning 155' from DER, 47' left of centerline, up to 72' AGL/86' MSL. Poles and trees beginning 5' from DER, 28' right of centerline, up to 64' AGL/78' MSL. Rwy 34, trees beginning 362' from DER, 473' left of centerline, up to 100' AGL/109' MSL. Trees beginning 281' from DER. 385' right of centerline, up to 100' AGL/109' MSL

#### TALLAHASSEE, FL

MSL.

#### TALLAHASSEE RGNL

NOTE: Rwy 9, trees beginning 1068' from departure end of runway, 670' left of centerline, up to 29' AGL/95' MSL. Trees beginning 1299' from departure end of runway, 84'

right of centerline, up to 66' AGL/126' MSL. Lighted hopper 2416' from departure end of runway, 965' right of centerline, 63' AGL/113' MSL. Rwy 27, trees beginning 2708' from departure end of runway, 34' left of centerline, up to 70' AGL/169' MSL. Trees beginning 2782' from departure end of runway, 190' right of centerline, up to 58' AGL/149' MSL. Rwy 36, tees beginning 1211' from departure end of runway, 426' left of centerline, up to 56' AGL/140' MSL. Trees beginning 1286' from departure

end of runway, 559' right of centerline, up to 61' AGL/140'

#### TALLAHASSEE/HAVANA, FL TALLAHASSEE COMMERCIAL (68J)

ORIG 08185 (FAA)

TAKE-OFF MINIMUMS: Rwv 16, 300-1% or std. w/a min. climb gradient of 344' per NM to 500. NOTE: Rwv 16, road beginning 0' from departure end of

runway, 136' right of centerline, up to 15' AGL/164' MSL. Trees beginning 0' from departure end of runway, 149' right of centerline, up to 100' AGL/269' MSL. Trees beginning 0' from departure end of runway, 154' left of centerline, up to 100' AGL/259' MSL. Rwv 34, trees beginning 0' from departure end of

runway, 41' left of centerline, up to 100' AGL/269' MSL. Trees beginning 0' from departure end of runway, 45' right of centerline, up to 100' AGL/259' MSL.

TAMPA. FL

#### PETER O KNIGHT (TPF)

AMDT 5 09211 (FAA)

TAKE-OFF MINIMUMS: Rwv 3, 300-114 or std. w/min. climb of 497' per NM to 850 or 900 - 21/2 for climb in visual conditions. Rwys 17,21, 300-11/2. Rwy 35, 700-21/2

DEPARTURE PROCEDURE: Rwy 3, for climb in visual conditions: cross Peter O Knight Field at or above 900

MSL before proceeding on course. NOTE: Rwy 3, ship 296' from DER, 3' right of

centerline, 177' AGL/185' MSL, Ship 1.0 NM from DER, 900' right of centerline, 177' AGL/185' MSL.

Towers 1366' from DER, 279' left of centerline, up to

110' AGL/117' MSL. Tanks 1716' from DER, 19' right of centerline, up to 70' AGL/77' MSL. Crane 2684' from DER, 1047' left of centerline, 247' AGL/253' MSL, Rwv

17, ship 389' from DER, 460' left of centerline, 177' AGL/185' MSL. Ship 1.2 NM from DER, on centerline, 177' AGL/185' MSL. Rwy 21, ship 1967' from DER, 72' left of centerline, 177' AGL/185' MSL. Ship 1.2 NM from DER, on centerline, 177' AGL/185' MSL, Rwv 35 multiple buildings beginning 1.2 NM from DER, 127

left of centerline, up to 610' AGL/625' MSL. Ship 714' from DER, 48' right of centerline, 177' AGL/185' MSL. Tower 3032' from DER, 1117' right of centerline, 128' AGL/139' MSL. Building 1.4 NM from DER, 994' right of centerline, 330' AGL/337' MSL.

#### TAMPA EXECUTIVE TAKE-OFF MINIMUMS: Rwv 18, 500-3 or std. with a

min. climb of 220' per NM to 600.

#### TAMPA INTL

DEPARTURE PROCEDURE: Rwv 9. climb heading 094° to 800 before turning right.

NOTE: Rwy 9, tree 2225' from departure end of runway, 464' left of centerline, 45' AGL/84' MSL. Tower 4214'

from departure end of runway, 265' right of centerline, 105' AGL/145' MSL. Rwy 18L, antenna and building beginning 3279' from departure end of runway, 1160' left of centerline, up to 146' AGL/155' MSL. Rwy 18R, multiple trees beginning 482' from departure end of runway, 578' right of centerline, up to 33' AGL/37' MSL. Rwy 27, building and antenna beginning 4354' from departure end of runway, 1162' left of centerline, up to 154' AGL/158' MSL. Multiple trees beginning 585' from departure end of runway, 419' right of centerline, up to 44' AGL/58' MSL. Rwy 36L, tree 752' from

departure end of runway, 696' right of centerline, 42'



#### TITUSVII I F. FI ARTHUR DUNN AIR PARK (X21)

AMDT 1A 08269 (FAA)

TAKE-OFF MINIMUMS: Rwv 15. 700-2 or std. with a min. climb of 350' per mile to 700.

NOTE: Multiple towers beginning 1.52 NM from departure end of runway, 1140' left of centerline, up to 399' AGI /419' MSI

#### SPACE COAST RGNI

TAKF-OFF MINIMUMS: NOTE: Rwy 36, 60' AGL trees 254' from departure end of runway, 526' right of centerline

## TYNDALL AFB (KPAM)

TAKE-OFF OBSTACLES: Rwv 13L, 29' MSL/13' AGL vehicle on road 127' from DER, 533' right of centerline, 39' MSL/20' AGL aircraft 6' inward of DER, 301' right of centerline, Rwv 31L, 27' MSL/11' AGL building 188' from DER, 519' left of centerline. 81' MSL/66' AGL aircraft 4' inward of DER, 302' left of centerline. Rwy 31R, 29' MSL/13' AGL vehicle 2'

inward of DER, 458' right of centerline, 29' MSL/13'

AGL vehicle 3' inward of DER, 383' left of centerline.

#### VENICE, FL

VENICE MUNI (VNC)

AMDT 1 08269 (FAA)

DEPARTURE PROCEDURE: Rwv 4. climb heading 047° to 700 before turning right. Rwv 31, climb heading 303° to 1500 before proceeding on course.

NOTE: Rwv 4. trees beginning 511' from departure end of runway, 586' right of centerline, up to 40' AGL/54' MSL. Poles/buildings beginning 526' from departure end of runway, 578' left of centerline, up to 50' AGL/64' MSL. Rwy 13, trees beginning 861' from departure end of runway, 419' left of centerline, up to 40' AGL/54' MSL. Trees beginning 965' from departure end of runway. 610' right of centerline, up to 40' AGL/49' MSL, Rwy 22. building 805' from departure end of runway, 327' left of centerline, 30' AGL/39' MSL. Rwy 31, trees beginning 691' from departure end of runway, 617' left of centerline, up to 40' AGL/54' MSL. Poles/buildings beginning 853' from departure end of runway, 693' right of centerline, up to 50' AGL /69' MSL

#### VEROBEACH, FL VERO BEACH MUNI

NOTE: Rwv 4, multiple trees beginning 813' from departure end of runway, 178' left of centerline, up to 100' AGL/120' MSL. Multiple trees beginning 3003' from departure end of runway, 93' right of centerline, up to 83' AGL/100' MSL Rwy 11L multiple trees beginning 171' from departure end of runway, 455' right of centerline, up to 57' AGL/74' MSL. Multiple trees and lights beginning 547' from departure end of runway 259' left of centerline, up to 39' AGL/56' MSL. Storage tank 1813' from departure end of runway, 763' right of centerline, 45' AGL/74' MSL, Rwv 11R, pole 709' from departure end of runway, 522' left of centerline, 28' AGL/ 45 MSI Spire 1622 from departure end of runway 574' right of centerline, 44' AGL/61' MSL. Rwy 22, vehicles on road abeam departure end of runway, 421' left of centerline, up to 15' AGL/39' MSL. Vehicles on road 408' from departure end of runway, left and right of centerline up to 15' AGL /39' MSL Multiple trees beginning 1404' from departure end of runway, 272' left of centerline, up to 64' AGL/84' MSL. Multiple trees

beginning 1989' from departure end of runway, 126' right of centerline, up to 68' AGL/88' MSL, Rwy 29L, multiple trees beginning 1206' from departure end of runway, 46' right of centerline, up to 100' AGL/120' MSL. Multiple trees beginning 1575' from departure end of runway, 135' left of centerline, up to 61' AGL/81' MSL. Rwy 29R, multiple antennas and trees beginning 1656' from departure end of runway, 111' right of centerline, up

to 70' AGL/90' MSL. Multiple trees beginning 1782'

from departure end of runway, 247' left of centerline, up

#### WAUCHULA, FL

WAUCHULA MUNI

to 65' AGL/85' MSL.

NOTE: Rwy 18, trees 450' from departure endof runway, 130' left of centerline, 22' AGL/126' MSL. Rwy 36, trees 183' from departure end of runway, 350' left of centerline. 49' AGL/145' MSL. Powerline 582' from departure end of runway, on centerline, 51' AGL/140' MSL. Tree, 323' from departure end of runway, 490' left of centerline, 100' AGL/200' MSL. Tree 39' from departure end of runway, 486' right of centerline, 100' AGL/185' MSL.

#### WEST PALM BEACH, FL

NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)

ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: Rwys 8L, 26R, NA-turf runway. NOTE: Rwy 8R, trees beginning 582' from departure end of runway, 47' right of centerline, up to 100' AGL/124' MSL. Trees beginning 950' from departure end of runway, 56' left of centerline, up to 100' AGL/124' MSL. Rwv 13, trees beginning at departure end of runway, 14' right of centerline, up to 100' AGL/124' MSL. Trees beginning 144' from departure end of runway, 29' left of centerline, up to 100' AGL/124' MSL. Rwy 26L, trees 43' from departure end of runway, 418' left of centerline, up to 8' AGL/23' MSL. Rwy 31, trees beginning 87' from departure end of runway, 26' right of centerline, up to 68' AGL/83' MSL. Craft 114' from departure end of runway. 425' left of centerline, up to 20' AGL/44' MSL. Trees beginning 458' from departure end of runway, 91' left of centerline, up to 100' AGL/124' MSL.



#### PALM BEACH COUNTY PARK

WEST PALM BEACH, FL (CON'T)

TAKE-OFF MINIMUMS: Rwv 3, 300-1 or std. with a min. climb of 330' per NM to 400. Rwv 33, 300-1 or std. with a min\_climb of 460' per NM to 500

DEPARTURE PROCEDURE: Rwvs 21.33.climb runway heading to 1000 before turning west Rwy 27. climbing left turn to 1000 via heading 180° before proceeding on course.

NOTE: Rwv 3, crane 1.25 NM from departure end of runway, 1660' right of centerline, 260' AGL/285' MSL. Rwv 33, crane 4700' from departure end of runway, on centerline 220' AGI /234' MSI

#### PALM BEACH INTL (PBI)

AMDT 3 09351 (FAA)

DEPARTURE PROCEDURE: Rwv 28L, climb heading 279° to 1200 before turning left, Rwy 28R, climb heading 279° to 1200 before turning left.

NOTE: Rwy 10R, antenna on hanger 177' from DER, 450' right of centerline, 38' AGL/57' MSL, Rwv 10L, light pole 1461' from DER, 843' right of centerline, 45' AGL/ 64' MSL. Rwv 14. transmission line tower, traffic signal. poles, and trees beginning 649' from DER, 24' left of centerline, up to 71' AGL/90' MSL. Vehicles on road. light poles, and trees beginning 168' from DER, 76' right of centerline, up to 87' AGL/106' MSL, Rwy 28R, light pole and trees beginning 1205' from DER, 323' left of centerline, up to 63' AGL/82' MSL. Sign, light pole, and trees beginning 1233' from DER, 155' right of centerline, up to 44' AGL/63' MSL, Rwv 32, trees beginning 1993' from DER, 444' left of centerline, up to 69' AGL/88' MSL. Trees beginning 1108' from DER, 548' right of centerline, up to 70' AGL/89' MSL.

#### WHITING FLD NAS-SOUTH (KNDZ)

MILTON, FL ...... 07354 TAKE-OFF OBSTACLES: Rwv 5, trees 809' from DER, 646' left of centerline, 40' AGL/200' MSL. Rwy 32 trees 435' from DER, 542' right of centerline, 62' AGL/258' MSL.

#### WILLISTON, FL WILLISTON MUNI

TAKE-OFF MINIMUMS: Rwv 5, 400-21/2 or std. w/min. climb of 257' per NM to 600 DEPARTURE PROCEDURE: Rwy 5, climb heading

049° to 500 before proceeding on course. Rwy 14, climb heading 142° to 600 before proceeding on course. Rwy 23. climb on a heading between 253° clockwise 048° from departure end of runway, or minimum climb of 248' per NM to 1900 for all other courses. NOTE: Rwv 5, brush and multiple trees beginning 38'

from departure end of runway, 54' left of centerline. up to 100' AGL/179' MSL. Tower 2 NM from departure end of runway 2343 left of centerline 324 AGL /399 MSL Brush and multiple trees beginning 49' from departure end of runway, 234' right of centerline, up to 100' AGL/ 179' MSL. Rwy 14, multiple trees 799' from departure end of runway, on centerline, up to 30' AGL/99' MSL. Multiple trees beginning 1143' from departure end of runway, 381' left of centerline, up to 100' AGL/174' MSL. Road and multiple trees beginning 13' from departure end of runway, 208' right of centerline, up to 100' AGL/ 179' MSL. Rwy 23, multiple trees beginning 445' from departure end of runway, 8' left of centerline, up to 100' AGL/184' MSL. Multiple trees beginning 430' from departure end of runway, 403' right of centerline, up to 100' AGI/189' MSL. Rwy 32, multiple trees 799' from departure end of runway, on centerline, up to 50' AGL/ 124' MSL. Multiple trees beginning 719' from departure end of runway, 288' left of centerline, up to 100' AGL/194' MSL, Multiple trees beginning 497' from departure end of runway, 442' right of centerline, up to 100' AGL/194'

#### WINTER HAVEN, FL

MSI

WINTER HAVEN'S GILBERT

DEPARTURE PROCEDURE: Rwy 22, climb runway heading to 1000 before turning south.

#### ZEPHYRHILLS.FL

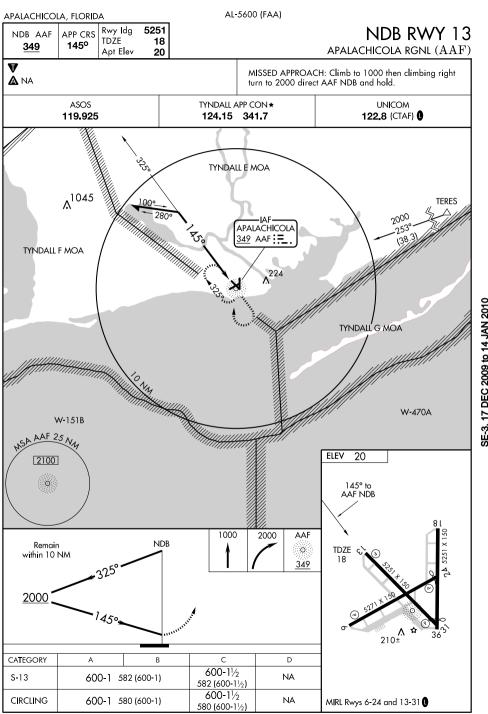
ZEPHYRHILLS MUNI

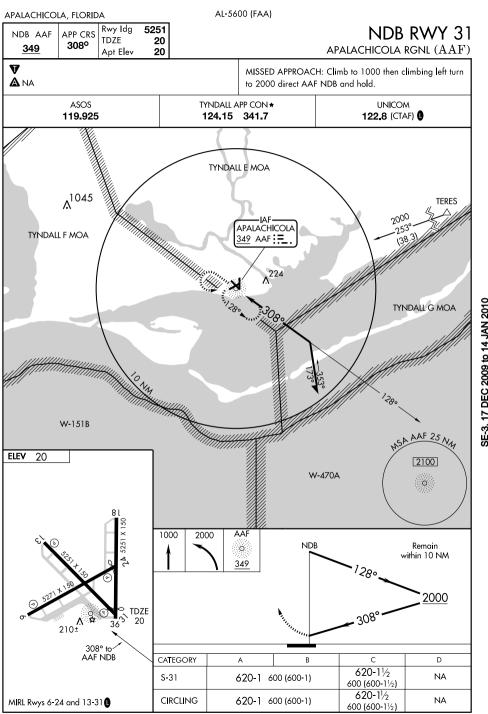
TAKE-OFF MINIMUMS: Rwy 4,400-2 or std. with a min. climb of 280' per NM to 400

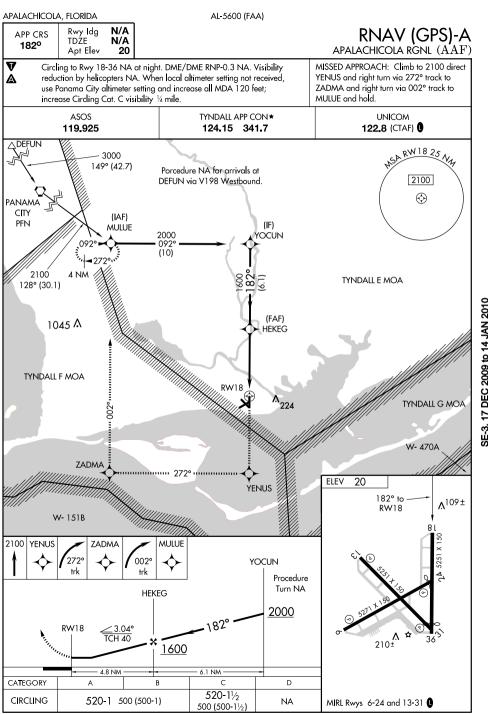
DEPARTURE PROCEDURE: Rwy 22, climb runway

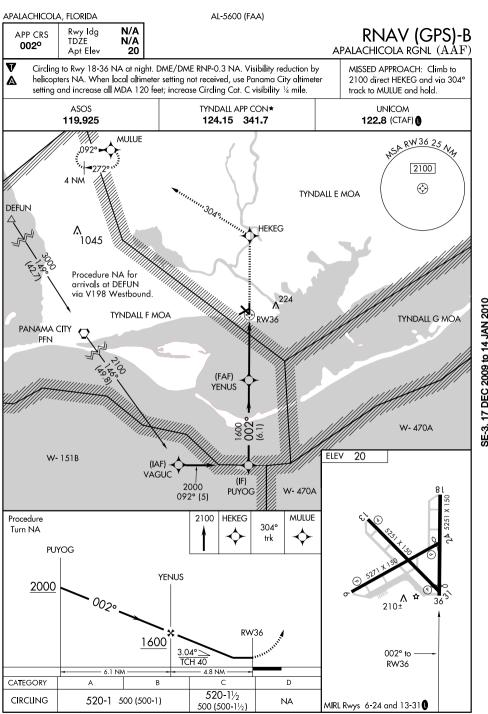
heading to 500 before right turn.

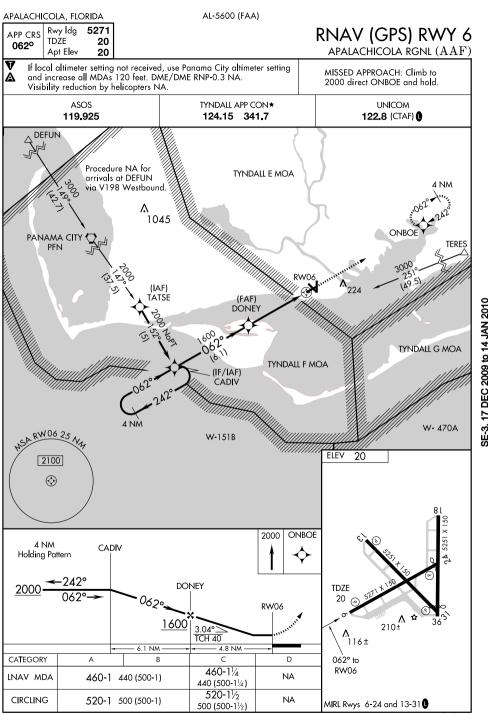
NOTE: Rwy 4, tower 1.6 NM from departure end of runway, 2675' right of centerline, 260' AGL/346' MSL.

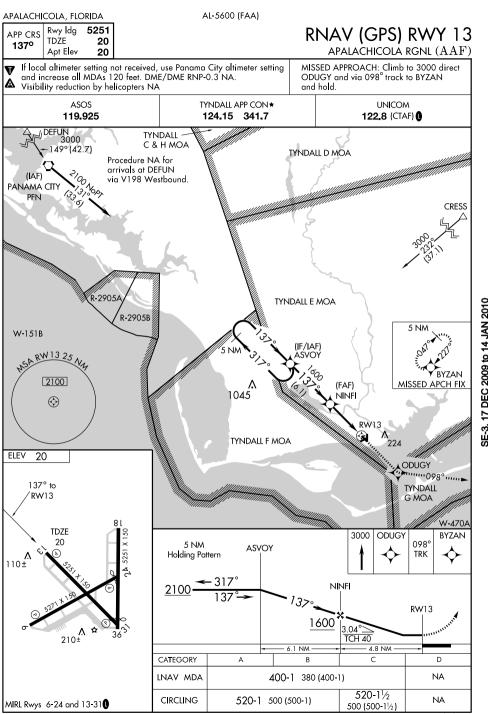


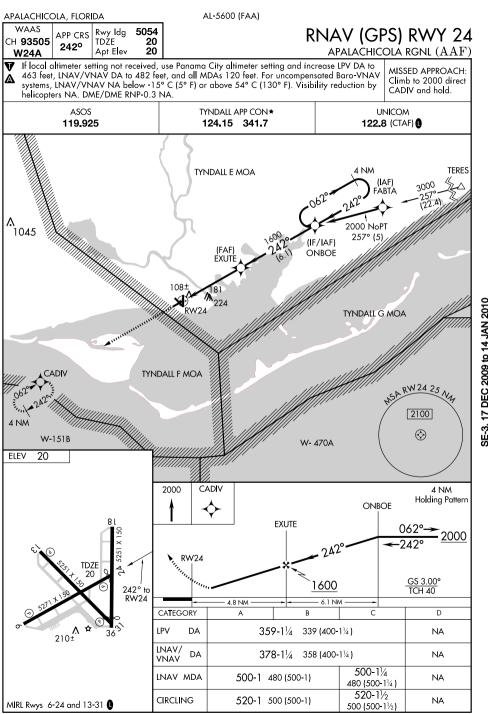




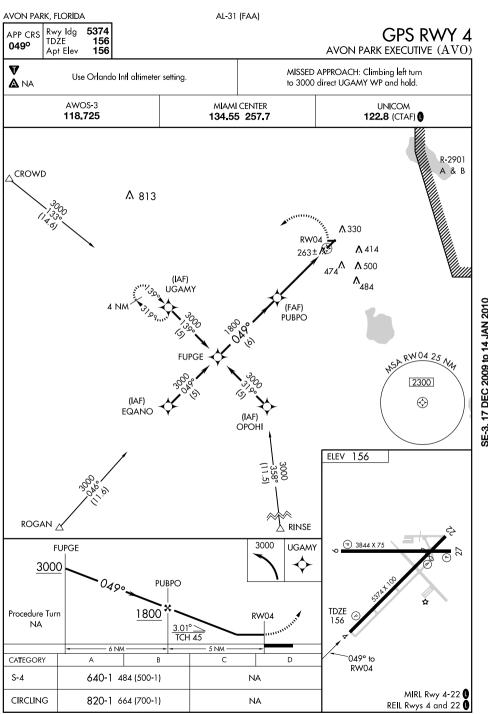


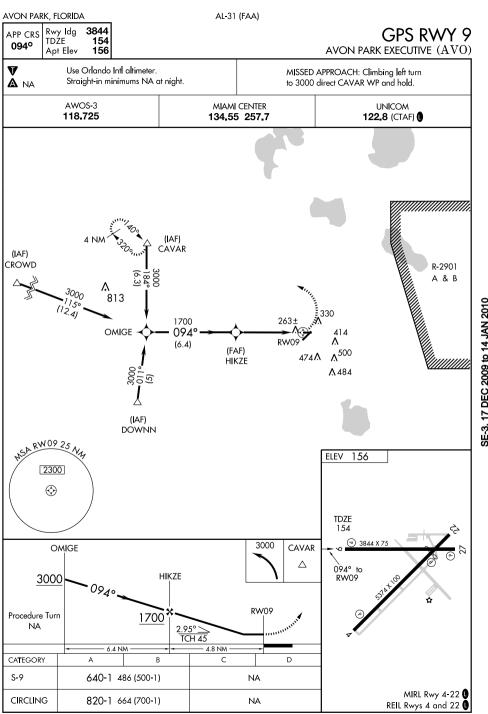


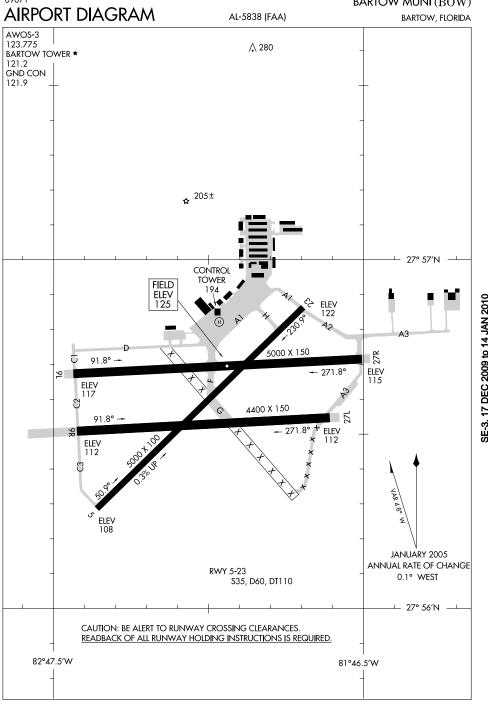


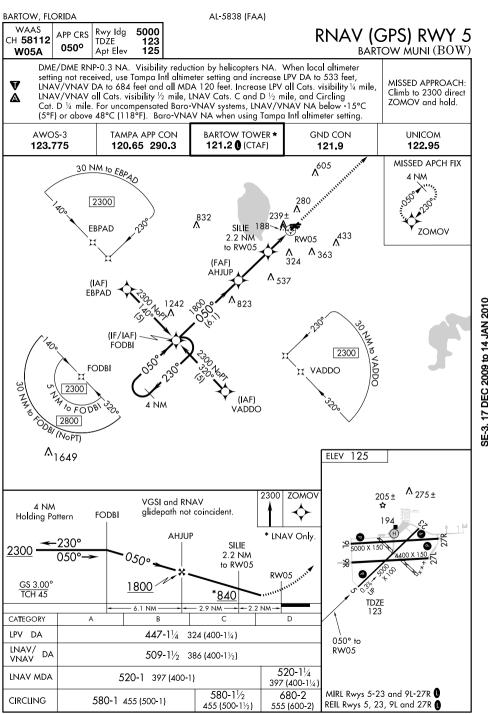


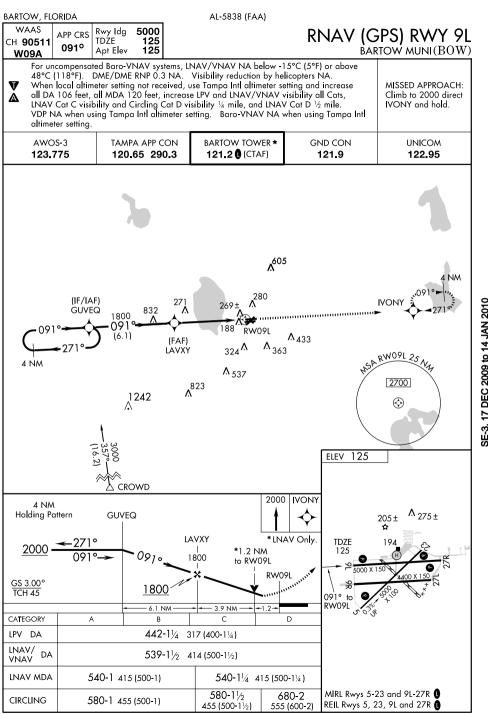
AL-5600 (FAA) APALACHICOLA, FLORIDA WAAS Rwy Idg 5251 RNAV (GPS) RWY 31 APP CRS CH **70704** 20 TDŹE 317° 20 APALACHICOLA RGNL (AAF) Apt Elev W31A 🔻 If local altimeter setting not received, use Panama City altimeter setting and increase LPV DA to 451 feet, LNAV/VNAV DA to 498 feet, and all MDAs 120 feet. MISSED APPROACH: Climb to For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) 2100 direct ASVOY and hold or above 54°C (130°F). Baro-VNAV NA when using Panama City altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. ASOS UNICOM TYNDALL APP CON★ 122.8 (CTAF) 0 119.925 124.15 341.7 TYNDALL E MOA NAMANANA RW31 **TERES** 224 TYNDALL F MOA TYNDALL G MOA SE-3, 17 DEC 2009 to 14 JAN 2010 (FAF) ODUGY RW31 25 Ny 2100 FEZĆU W-151B **(** W-470A 20 **ELEV** 2100 ASVOY Procedure VGSI and RNAV glidepath Turn not coincident. **FEZCU** NA **ODUGY** 2000 GS 3.00° RW31 TCH 40 600 4.8 NM 6.1 NM CATEGORY В D **∧** ☆ I PV DA 347-11/4 327 (400-11/4) NA LNAV/ TDZE DA 394-11/4 374 (400-11/4) NA VNAV 317° to 460-11/4 **RW31** LNAV MDA 460-1 440 (500-1) NA 440 (500-11/4) 520-11/2 CIRCLING 520-1 500 (500-1) NA MIRL Rwys 6-24 and 13-31 500 (500-11/2)

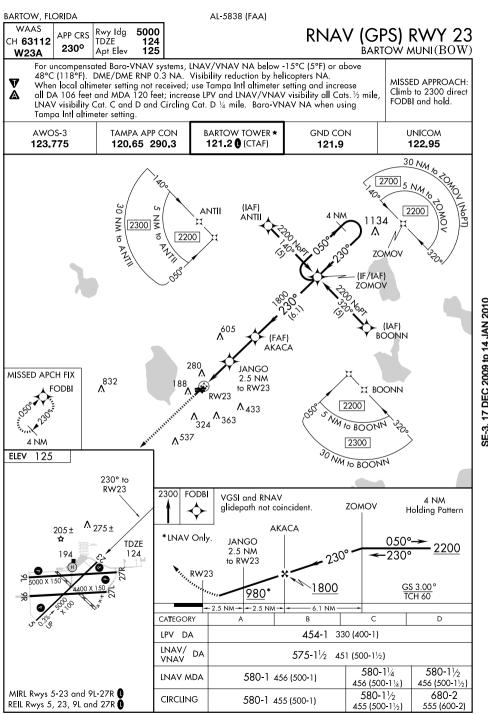


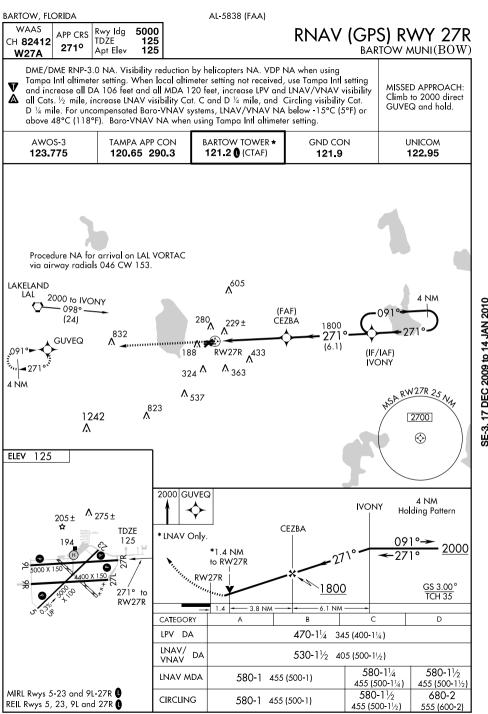


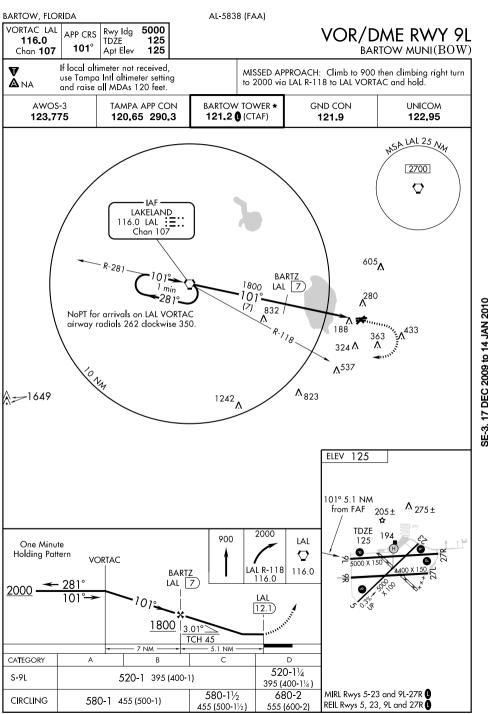


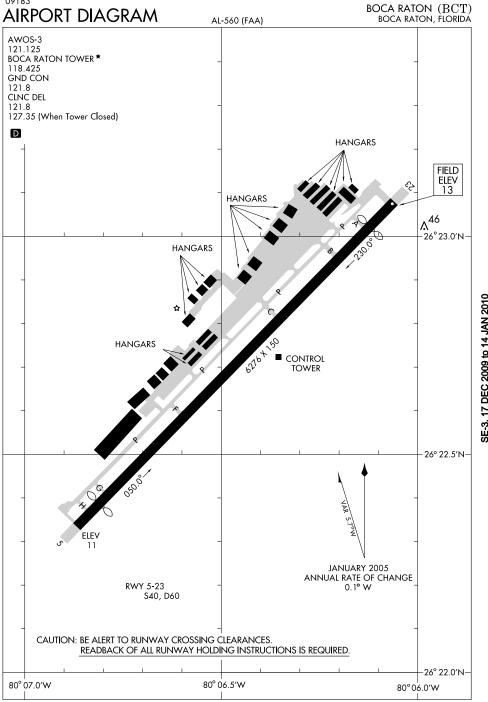


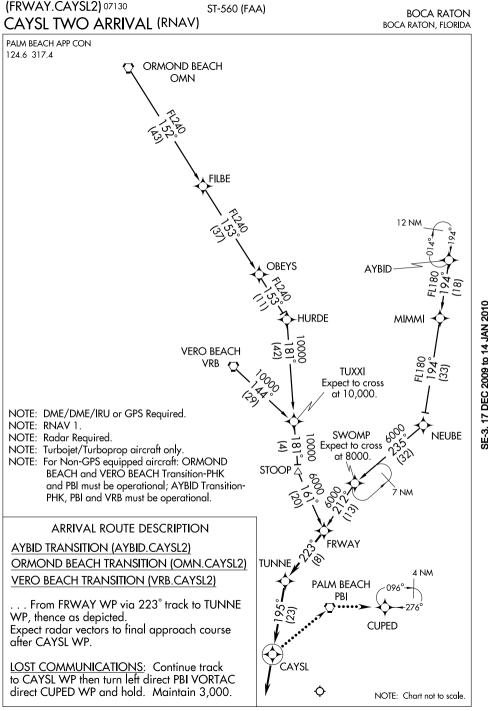




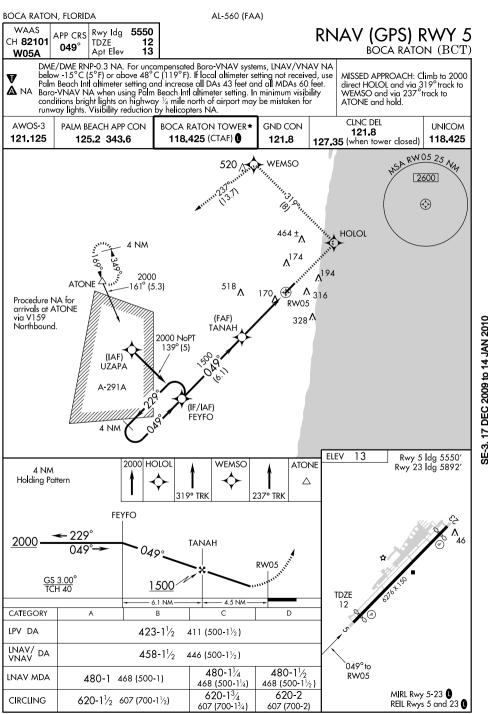


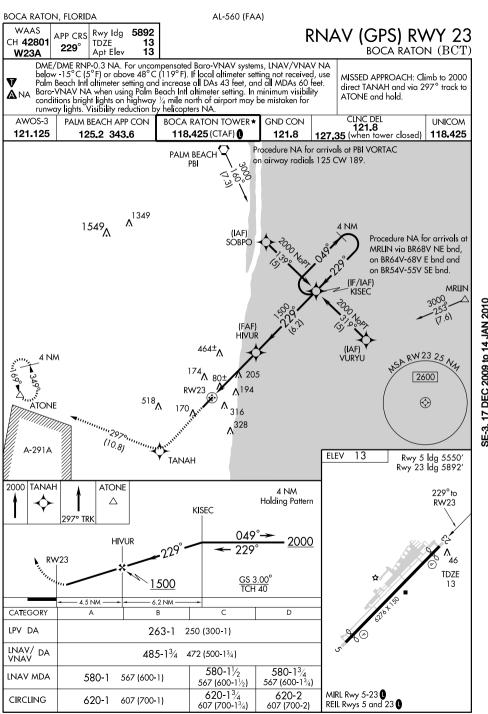




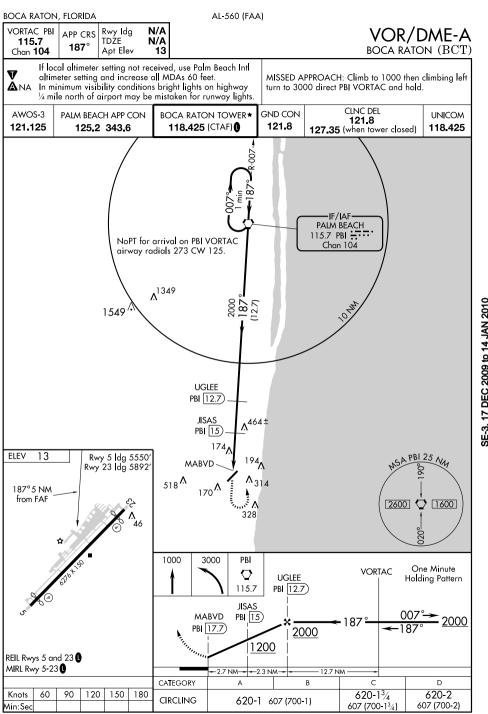


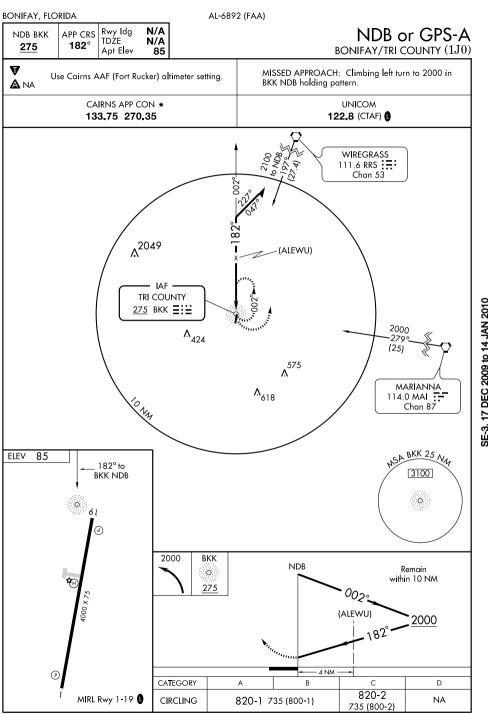
(PRRIE.PRRIE1) 08269 **BOCA RATON** PRRIE ONE ARRIVAL (RNAV) ST-560 (FAA) BOCA RATON, FLORIDA PALM BEACH ATIS 123.75 PALM BEACH APP CON 127.35 343.6 VALDOSTA **OTK** TAYIOR TAY ARRIVAL ROUTE DESCRIPTION BAGGS TRANSITION (BAGGS.PRRIE1): SEMINOLE <>> SZW SARASOTA TRANSITION (SRQ.PRRIE1): SEMINOLE TRANSITION (SZW.PRRIE1): TAYLOR TRANSITION (TAY.PRRIE1): HITTR VALDOSTA TRANSITION (OTK.PRRIE1): CROSS CITY From over RSTAA via 141° track to WLACE. CTY thence as depicted to CAYSL. Expect radar vectors prior to CAYSL. 17 DEC 2009 to 14 .IAN 2010 11 NM LOST COMMUNICATIONS: LATHY . Continue track to CAYSL, then turn left direct 178° PBI VORTAC, then direct CUPED and hold. (17)11 NM MOLIE NOTE: RNAV 1. Expect to cross NOTE: Radar Required. at or below FL350. NOTE:. DME/DME/IRU or GPS Required. NOTE: Turbojet/Turboprop aircraft only. SARASOTA NOTE: For non-GPS equipped aircraft; SRQ 11 NM DHP must be operational. AMSAW **JOOOE** WULFF Expect to cross Expect to cross at FL240. at FL240. **BAGGS** FL180 110 WLACE **TARTY** (41) Expect to cross 8 NM Expect to cross at FL190. 279° at 9000'. STUUU 4 NM 9000 099° Expect to cross 096° PALM BEACH 10000 at FL240. -099° PBI 080° 276° PRRIE RSTAA (33) 2500 080 **CUPED** 260° SHDAY (25) CAYSL NOTE: Chart not to scale

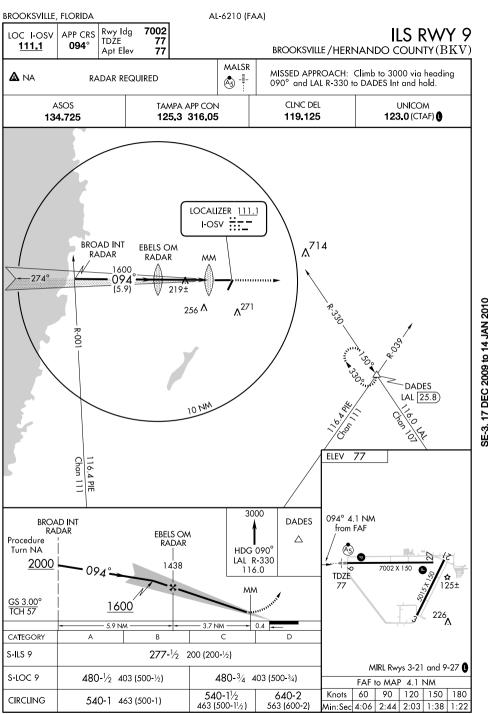


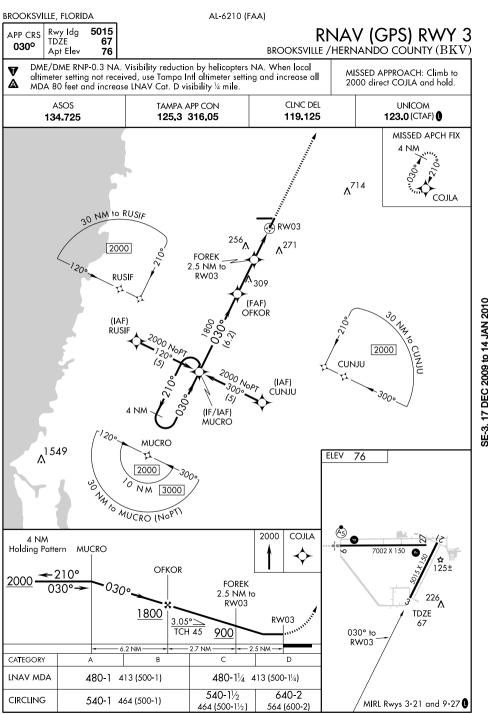


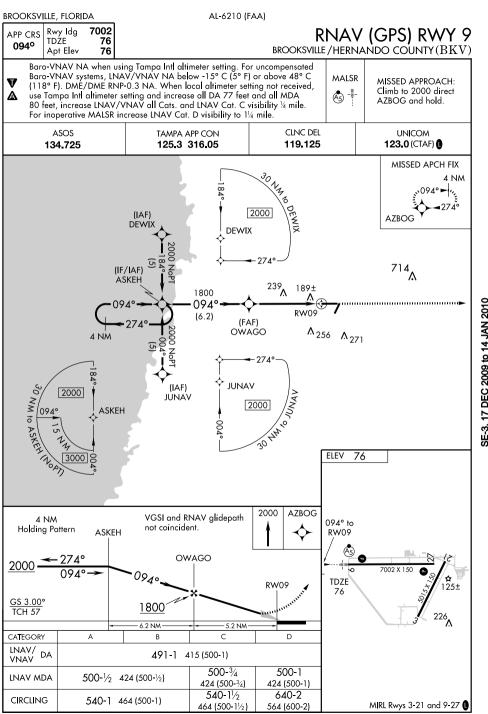
(TUXXI.TUXXI1) 07298 ST-449 (FAA) TUXXI ONF ARRIVAL WEST PALM BEACH, FLORIDA PALM BEACH APP CON ARRIVAL DESCRIPTION 124.6 317.4 PALM BEACH INTL ATIS 123.75 ORMOND BEACH ORMOND BEACH TRANSITION (OMN.TUXXI1): 112.6 OMN == From over OMN VORTAC via OMN R-147 to HURDE Chan 73 N29°18.20′ INT then via PBI R-359 to STOOP INT thence W81°06.76′ VERO BEACH TRANSITION (VRB.TUXXI1): L-21-23-24, H-8 From over VRB VORTAC via VRB R-143 to TUXXI INT then via PBI R-359 to STOOP INT thence... FILBE N28°42.14′ W80° 40.60′ . . . From over STOOP INT, depart STOOP INT heading 160° and expect radar vectors to final approach course. **OBEYS** N28°10.51′ - W80°17.94′ TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION SE-3, 17 DEC 2009 to 14, IAN 2010 Expect to cross at FL240 **HURDE** N28°01.51 W80°11.55′ VERO BEACH 117.3 VRB ::: Chan 120 N27°40.71′ W80° 29.38′ L-23-24, H-8 10000 TUXXI N27°19.08′ - W80°08.19′ 143 TURBOJET VERTICAL **NAVIGATION** PLANNING INFORMATION Expect to cross at 10,000' NOTE: Turbojets and છ્થ Turboprops only. NOTE: DME Required. STOOP N27°15.19′ - W80°07.88′ PAHOKEE Expect Radar Vectors 115.4 PHK .... to Final Approach Chan 101 course. PALM BEACH WILLIAM P. GWINN 11*5.7* PBI ≒ ... Chan 104 N26°40.80′ PALM BEACH INTL W80° 05.19′  ${f Q}_{\sf PALM}$  beach county park BOCA RATON 🗘 NOTE: Chart not to scale.

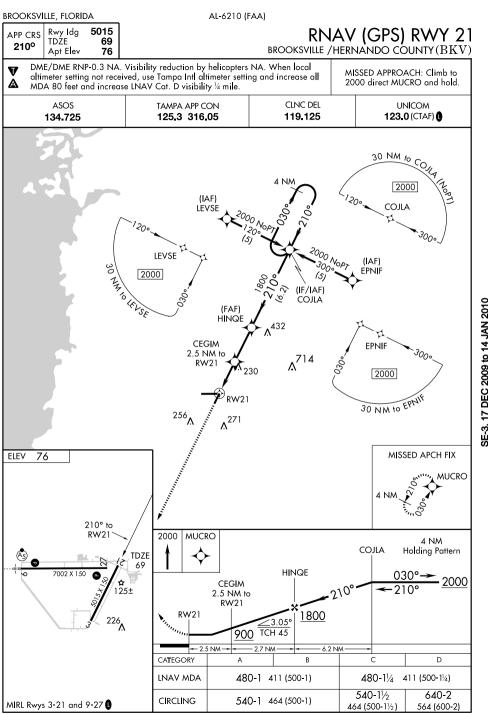


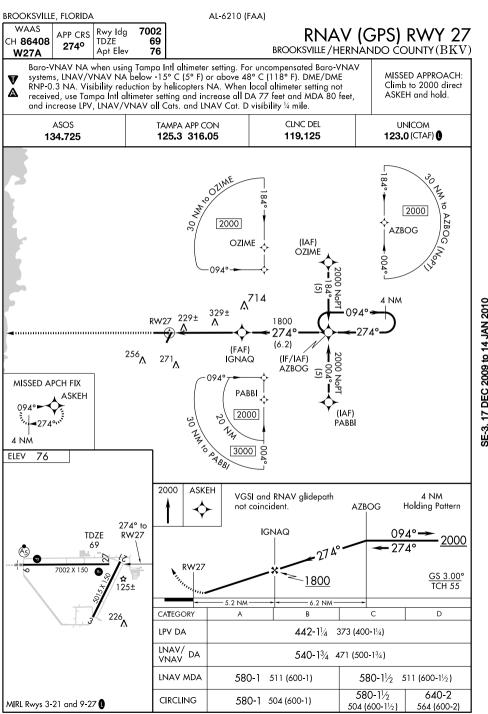












08157 BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) ST-416 (FAA) TAMPA, FLORIDA TAMPA APP CON 134.25 279.6 (TURBOJETS & TURBOPROPS) ST. PETERSBURG 119.65 362.3 (PROPS) 116.4 PIE :-TAMPA INTLATIS ARR Chan 111 126.45 N27°54.47′ - W82°41.06′ ST. PETERSBURG ATIS 134.5 MAC DILL AFB ATIS TAMPA 133.825 270.1 **CLEARWATER** INTL AIRPARK IAKFIAND

MAC\_DILL O, PETER O'KNIGHT 116.0 LAL : ■ . . Chan 107 ST. PETERSBURG-AFB 0 CLEARWATER INTL ALBERT WHITTED 🖒 **JSTRM** N27°41.51′ W82°25.35' PAHOKEE **BRDGE** 115.4 PHK :... N27°27.16′ - W82°08.06′ Chan 101 TURBOJET VERTICAL NAVIGATION N26°46.96′ - W80°41.49′ L-23. H-8 PLANNING INFORMATION TAMPA INTL landing south: Expect ROGAN 11000 clearance to cross at 11000'. N27°15.05′ A TAMPA INTL landing north: Expect W81° 53.57′ clearance to cross at 11000' and 250Kts.

17 DEC 2009 to 14 .IAN 2010

LA BELLE

Chan 41

N26°49.69

W81°23.49'

L-21-23, H-8

10.4 LBV :::

LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . .

LEE COUNTY

Chan 55

N26°31.79′ - W81°46.55′

L-21-23, H-8

111.8 RSW :--

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . . PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to

BRDGE INT. Thence. . . .

## TAMPA INTL:

NOTE: Chart not to scale.

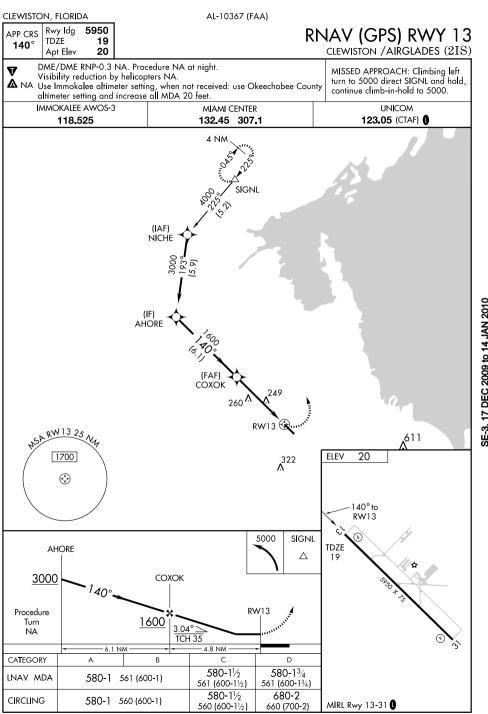
. . . .RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.

. . . . RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT,

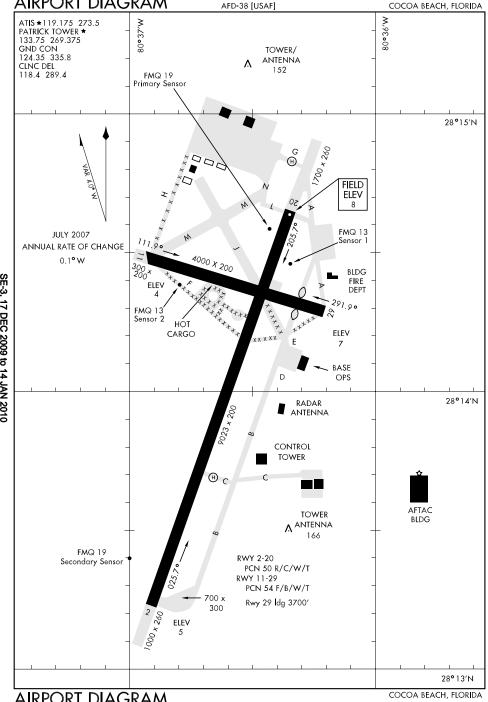
. . . . From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.

ALBERT WHITTED:



CLEWISTON, FLORIDA AL-10367 (FAA) Rwy Idg 5950 RNAV (GPS) RWY 31 APP CRS TDŹE 19 320° CLEWISTON /AIRGLADES (2IS) Apt Elev 20 DME/DME RNP-0.3 NA. Procedure NA at night. 77 MISSED APPROACH: Climbing left Visibility reduction by helicopters NA. A NA Use Immokalee altimeter setting, when not received, use Okeechobee County turn to 1600 direct WODIX and hold. altimeter setting: increase all MDA 20 feet and LNAV visibility Cat. D 1/4 mile. IMMOKALEE AWOS-3 MIAMI CENTER UNICOM 118.525 132.45 307.1 123.05 (CTAF) 0 ^249 ^^ RW31 611 Λ 322 127± (FAF) BLEED (IF) NSA RW31 25 Ny WÒDIX 1700  $\bigcirc$ ELEV 20 2400 **GILBI** 270° (IAF) (6.3)viggo 1600 WODIX WODIX **BLEED** 1800 **TDZE** 19 **RW31** Procedure <u>1</u>600 Turn 3.04° NA TCH 35 - 4.8 NM -6.1 NM 320° to CATEGORY Α RW31 LNAV MDA 440-1 421 (500-1) 440-11/4 421 (500-11/4) 500-11/2 680-2 CIRCLING 500-1 480 (500-1) MIRL Rwy 13-31 🗓 480 (500-11/2) 660 (700-2)

SE-3 17 DEC 2009 to 14 JAN 2010

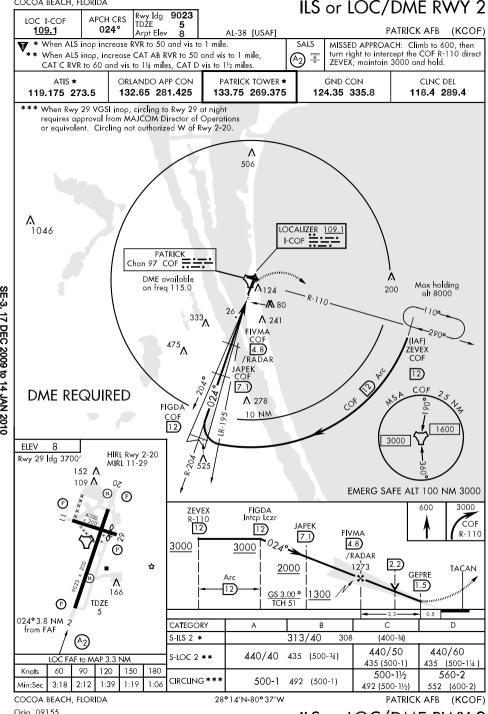


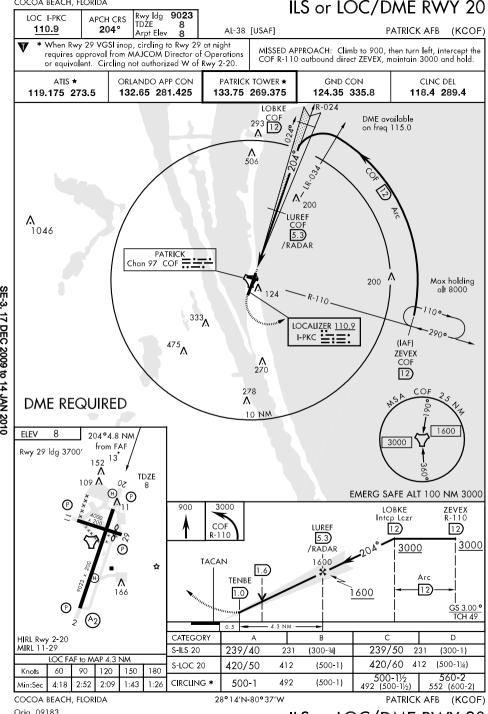
From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

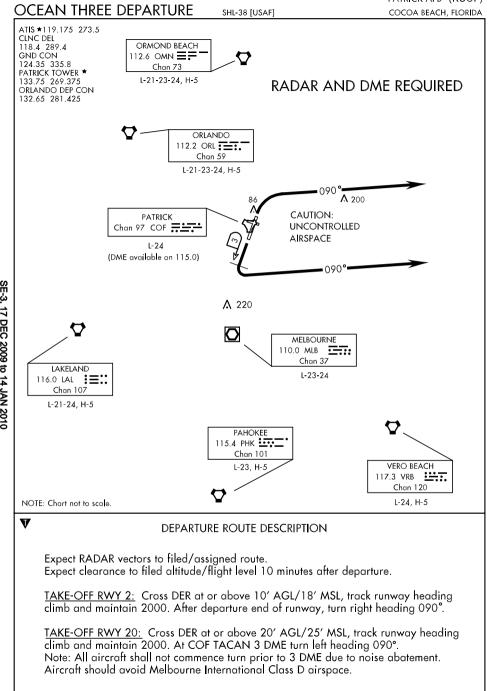
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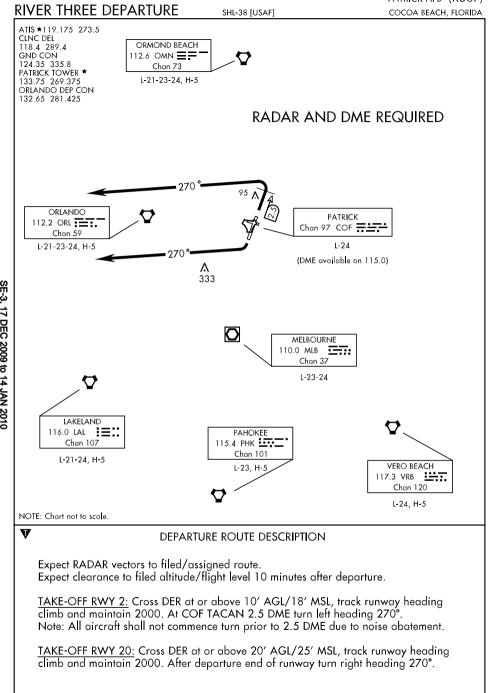
SE-3, 17 DEC 2009 to 14 .IAN 2010

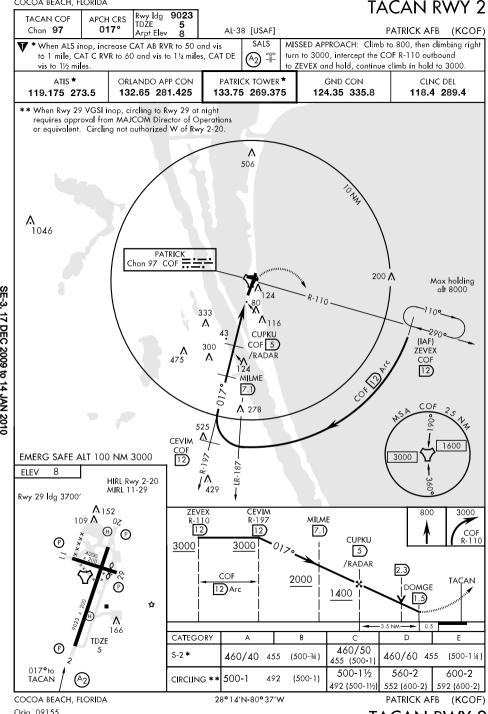
MELBOURNE INTL (COSTR.COSTR2) 09239 ST-571 (FAA) ORLANDO INTL COSTR TWO ARRIVAL (RNAV) ORLANDO, FLORIDA ORLANDO APP CON 125.55 338.2 **LEESBURG** ORLANDO ORLANDO INTL ATIS SANFORD INTL INTI 121.25 KNUKL ᄉ ORLANDO/ ONNER APOPKA COUNTRY NOTE: RNAV 1. ORLANDO **TWONA** NOTE: Radar Required. **EXECUTIVE** NOTE: DME/DME/IRU or GPS Required. SPACE COAST NOTE: TURBOJET/TURBOPROP aircraft only. **RGNL** NOTE: For aircraft landing satellite airports: expect radar vectors after COSTR. **KRAKN ORLANDO** INTL MERRITT **ISLAND** 4 KISSIMMEE **GATEWAY** TINKR **BIGGR ANDRO** Expect to cross at 13000. **EXBAN** 066° <sup>'P</sup>00 KMCO Landing North: PATRICK 060° (5)Expect 250 KIAS. **AFB** 141 ST PETERSBURG Ò **SETME** GROPE PIF MELBOURNE SE-3, 17 DEC 2009 to 14 JAN 2010 Expect to cross LAKELAND COSTR INTI at FL210. 1260 LAL KMCO Landing North: 5 NM Expect radar vectors after 13000 5000 COSTR SIMMR 101° (62) (29) 066° 066° (8) (3) (29) MOANS KMCO Landina North: 8 NM Expect to cross at 10000 8 NM **GUMMY** and 250 KIAS. KMCO Landing South: 8 NM **SYKFS** Expect to cross at 13000. Expect to cross at FL230. **DOWNN BOXKR** 13000 075° (14) 8 NM ARRIVAL DESCRIPTION BOXKR TRANSITION (BOXKR.COSTR2): LA BELLE TRANSITION (LBV.COSTR2): LEE COUNTY TRANSITION (RSW.COSTR2): IA BFIIF SIMMR TRANSITION (SIMMR.COSTR2): IBV ST. PETERSBURG TRANSITION (PIE.COSTR2): From over COSTR via 060° track to BIGGR. LEE COUNTY thence as depicted to KNUKL. **RSW** NOTE: Chart not to scale.

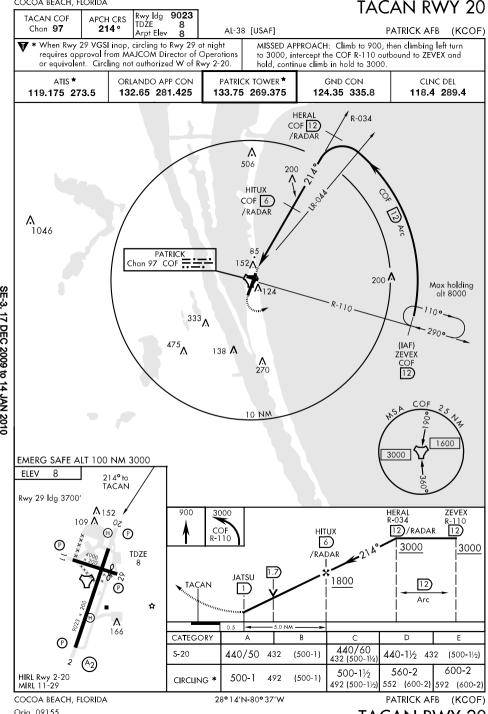


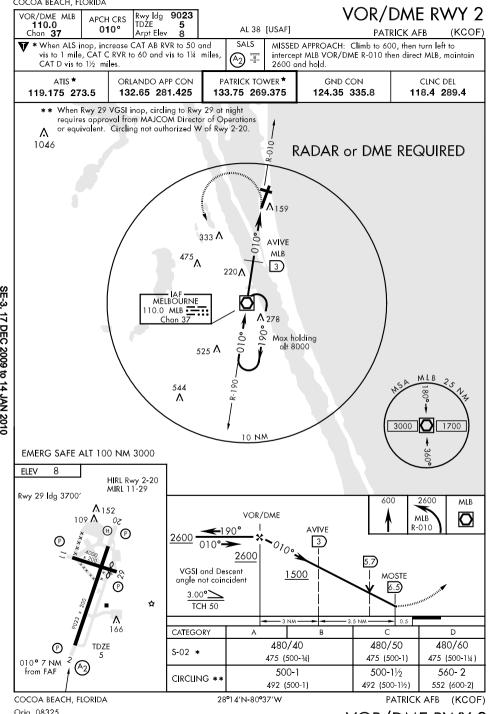


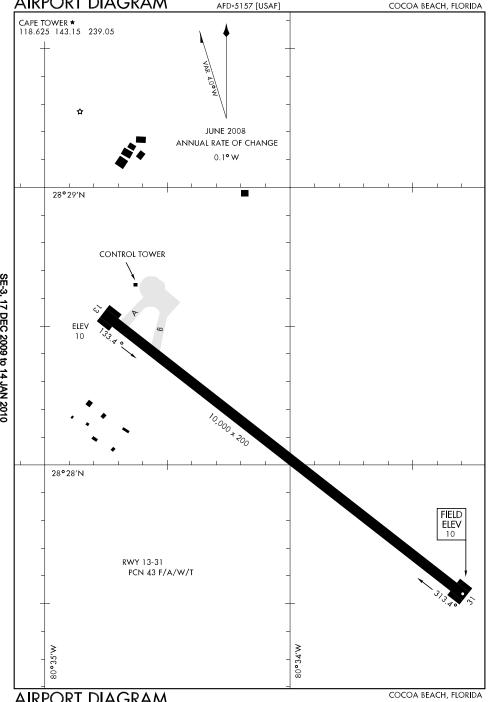












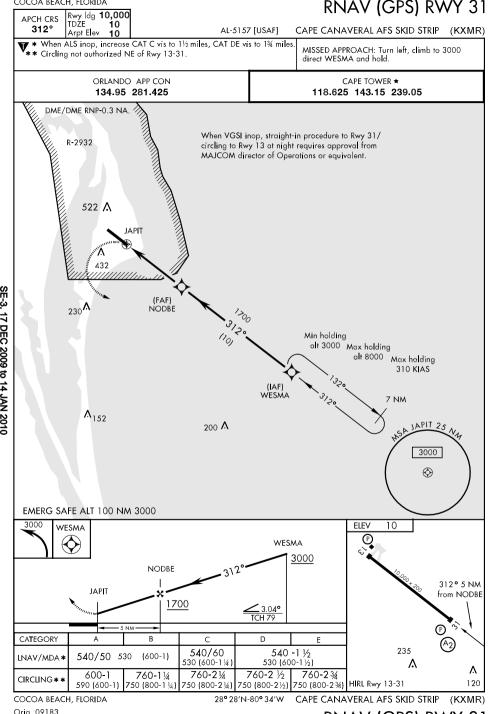
From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

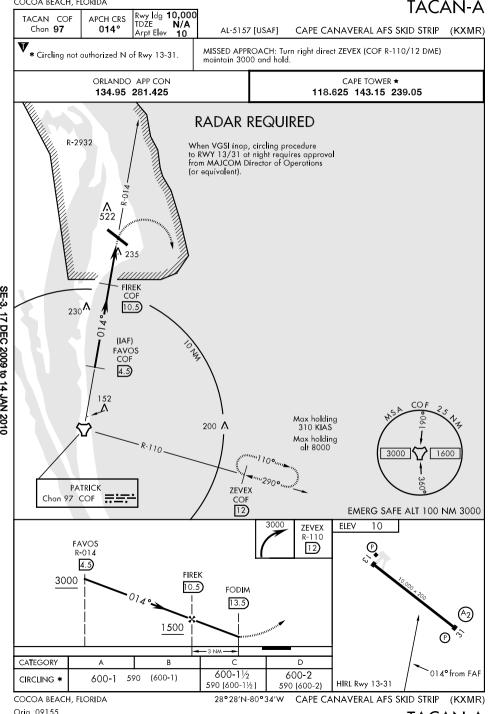
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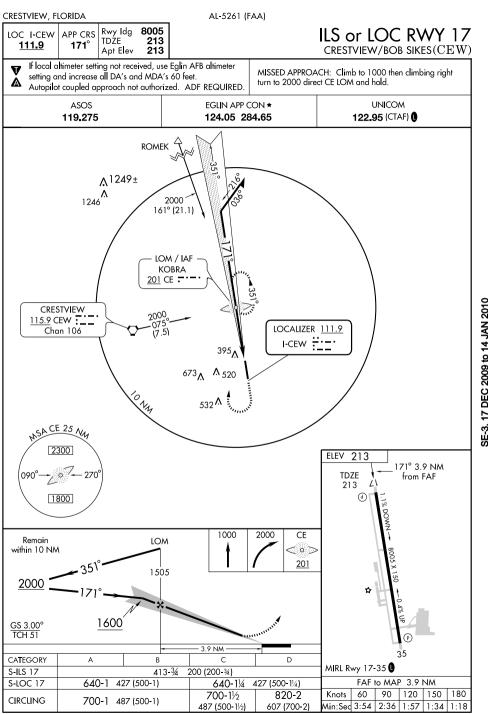
SE-3, 17 DEC 2009 to 14 .IAN 2010

MELBOURNE INTL

COCOA BEACH, FLORIDA RNAV (GPS) RWY 13 Rwy ldg 10,000 TDZE 10 APCH CRS 122° AL-5157 [USAF] CAPE CANAVERAL AFS SKID STRIP Arpt Elev ▼ \* Circling not authorized NE of Rwy 13-31. MISSED APPROACH: Climb to 3000 direct HABED, then direct to WESMA and hold. ORLANDO APP CON CAPE TOWER \* 134.95 281.425 118.625 143.15 239.05 7 NM DME/DME RNP-0.3 NA. When VGSI inop, straight-in procedure to Rwy 13 / circling to Rwy 31 at night requires approval from MAJCOM Director of Operations or equivalent. Max holding R-2932 alt 8000 180 Min holding ∧ (IAF) alt 3000 HODUB (6) Max holding 310 KIAS 522∧ ĠĬĠĹÉ 170 SE-3, 17 DEC 2009 to 14 JAN 2010 HABED Max holding alt 8000 Min holding alt 3000 Max holding 310 KIAS HATVA ۸<sub>152</sub> 3000  $\bigcirc$ EMERG SAFE ALT 100 NM 3000 3000 WESMA HABED ELEV **HODUB** 3000 GIGLE HATVA 1800 2.94° 122 ° 5.5 NM TCH 79 from GIGLE 5 NM В CATEGORY Α D 560-13/4 560-2 560-11/2 560/50 550 (600-1)LNAV/ MDA 550 (600-11/2) 550 (600-1%) 550 (600-2) 235 760-21/4 760-2 1/2 760-23/ 600-1 760-11/4 CIRCLING \* 750 (800-1 ¼) HIRL Rwy 13-31 590 (600-1) 750 (800-21/4) 750 (800-21/2) 750 (800-23/) 28° 28'N-80° 34'W COCOA BEACH, FLORIDA CAPE CANAVERAL AFS SKID STRIP (KXMR) Oria 00230

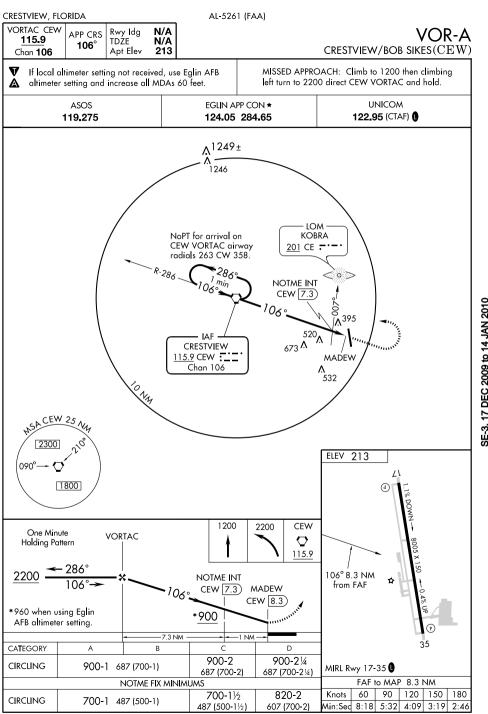


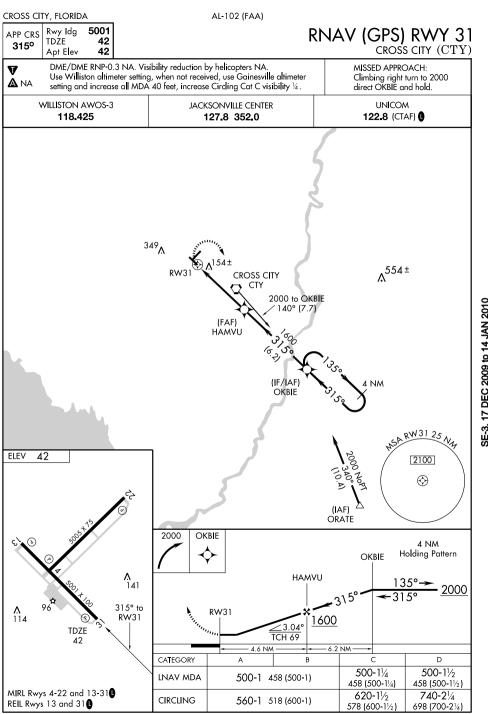


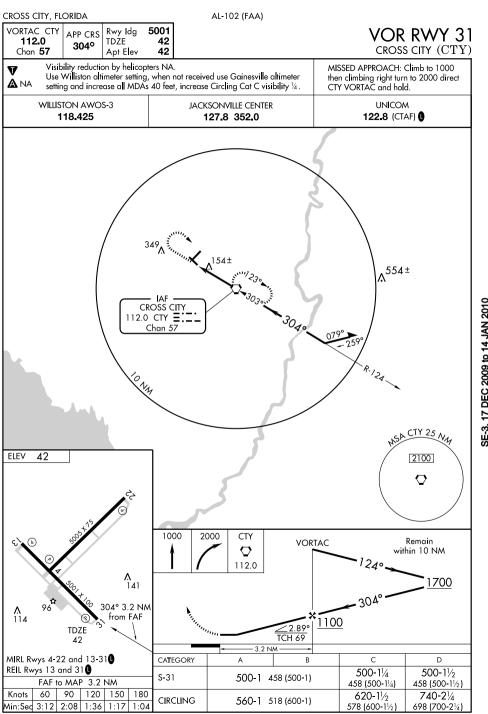


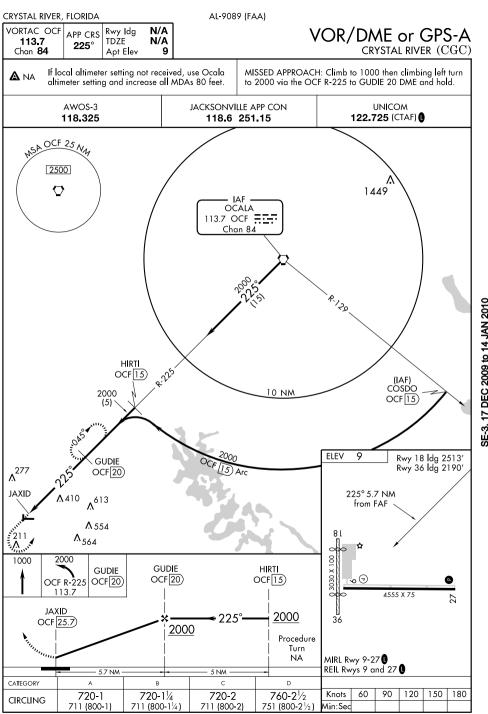
CRESTVIEW, FLORIDA AL-5261 (FAA) 8005 WAAS Rwy Idg RNAV (GPS) RWY 17 APP CRS TDŹE 213 CH 56206 171° CRESTVIEW/BOB SIKES (CEW) Apt Elev 213 W17A Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, V MISSED APPROACH: Climb to use Eglin AFB altimeter setting and increase all DA's and MDA'S 60 feet. Α 2000 direct HEKLU and hold. Baro-VNAV and VDP NA with Eglin AFB altimeter setting. DME/DME RNP- 0.3 NA. ASOS EGLIN APP CON★ **UNICOM** 119.275 122.95 (CTAF) ( 124.05 284.65 (IAF) 2000 NoPT RÒMĖK to Wedom 156° (15.2) 4 NM Λ1249± **∆**1246 (IF/IAF) WEDOM (FAF) **CRESTVIEW GIYAT** SE-3 17 DEC 2009 to 14 JAN 2010 CEW 395 520 ۸۸ RW17 673 SARW 17 25 Ny 532 2300  $\Diamond$ **HEKLU** ELEV 213 171° to RW17 TDZE 213 (a) Eglin AFB 2000 HEKLU 4 NM WEDOM VGSI and RNAV glidepath Holding Pattern not coincident. GIYAT 2000 \*LNAV Only \*1.3 NM to RW17 1500 GS 3.00° TCH 51 6 NM 2.6 NM 1.3 NM CATEGORY D Α LPV DA 470-1 257 (300-1) LNAV/ 640-11/2 427 (500-11/2) 35 VNAV 660-11/4 660-11/2 LNAV MDA 660-1 447 (500-1) 447 (500-11/4) 447 (500-11/2) 820-2 CIRCLING 700-11/2 487 (500-11/2) MIRL Rwy 17-35 607 (700-2)

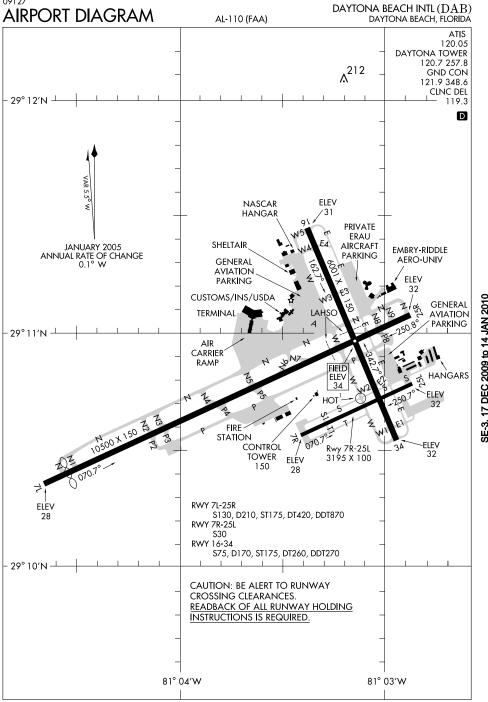
CRESTVIEW, FLORDIA AL-5261 (FAA) WAAS Rwy Idg 8005 RNAV (GPS) RWY 35 APP CRS CH 40208 TDŹF 163 351° CRESTVIEW/BOB SIKES (CEW) Apt Elev 214 W35A When local altimeter setting not received, use Eglin AFB altimeter setting and increase all DA/MDAs MISSED APPROACH: 60 feet, LPV all Cats and LNAV Cat D visibility 1/4 mile. Baro-VNAV NA when using Eglin AFB altimeter Climb to 2000 direct setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above WEDOM and hold 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. ASOS EGLIN APP CON ★ UNICOM 119.275 122.95 (CTAF) 0 124.05 284.65 <u>Λ<sub>1246</sub></u> 4 NM SARW 35 25 1/2 WEDOM 2300  $\Diamond$ Procedure NA for arrivals at CFW VORTAC via V198 Westbound. SE-3 17 DEC 2009 to 14, IAN 2010 ATC approval required from 210± CEW VORTAC to HEKLU. ۸ 532 319± (FAF) **GEBKE** R-2915A 1600 351 (IF/IAF) R-2914A ELEV 214 HEKLU 4 NM 2000 WEDOM VGSI and RNAV glidepath not coincident. 4 NM Holding Pattern HEKLU **GEBKE RW35** GS 3.00° 1600 TCH 52 TD7F 4.3 NM 6 NM CATEGORY 163 LPV 450-1 287 (300-1) DA 221± A 35 LNAV/ DΑ 491-11/4 328 (300-11/4) 351° to VNAV **RW35** LNAV MDA 580-1 417 (400-1) 580-11/4 417 (400-11/4) 700-11/2 820-2 CIRCLING 700-1 486 (500-1) MIRL Rwy 17-35 🕕 486 (500-11/2) 606 (700-2)

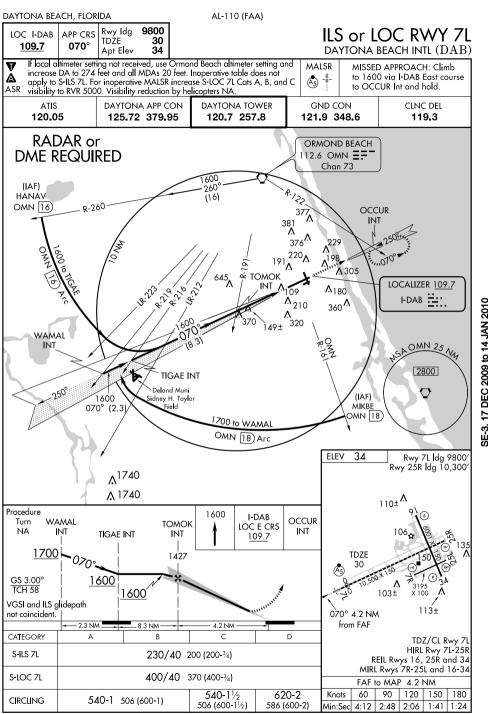


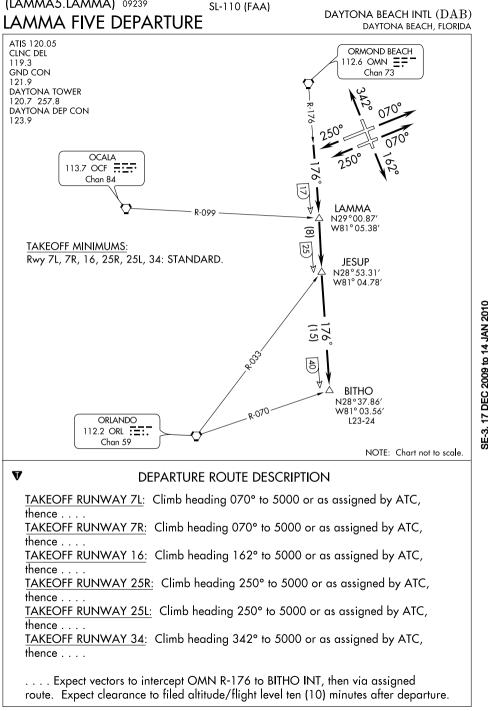












## (LAMMA5.LAMMA) 09239 LAMMA FIVE DEPARTURE

TAKE-OFF OBSTACLE NOTES: RWY 7L: Multiple trees beginning 1834' from DER, 646' right of centerline, up to

64' AGL/95' MSL. RWY 7R: Tower, trees beginning 1042' from DER, 413' right of centerline, up to

100' AGL/135' MSL. Hanger, multiple trees beginning 901' from DER, 55' left of centerline, up to 67' AGL/101' MSL.

SL-110 (FAA)

RWY 16: Multiple trees beginning 57' from DER, 19' left of centerline, up to 75' AGL/104' MSL. Multiple trees beginning 871' from DER, 3' right of centerline, up to 83' AGL/112' MSL.

RWY 25L: Multiple trees beginning 123' from DER, 75' left of centerline, up to 80' AGL/109' MSL. Multiple trees and antenna beginning 1002' from

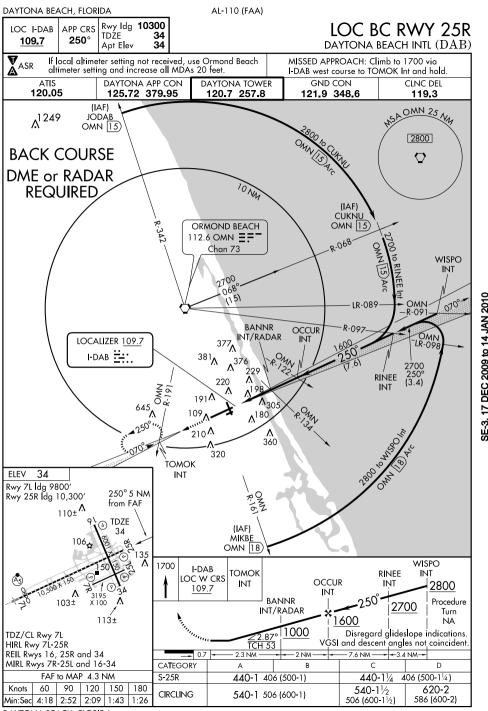
DER, 85' right of centerline, up to 72' AGL/101' MSL.

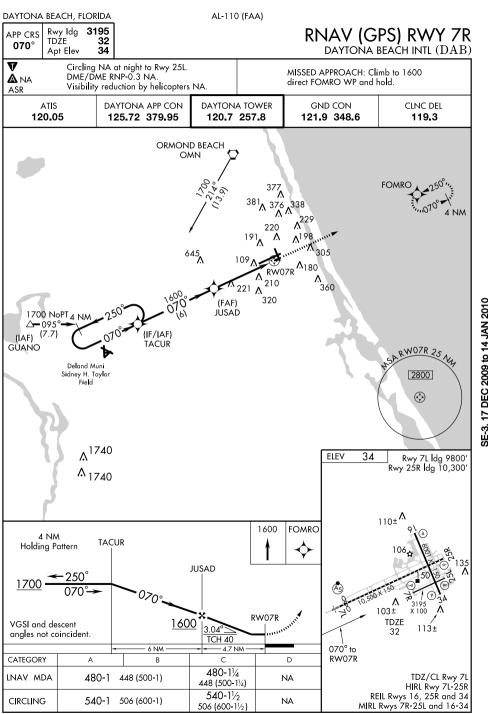
RWY 25R: Multiple trees, signs and poles beginning 428' from DER, 38' right of centerline, up to 88' AGL/115' MSL. Multiple trees beginning 1254'

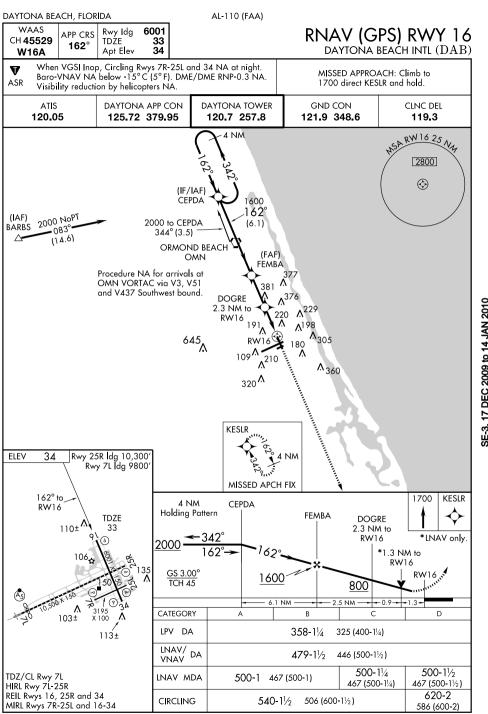
from DER, 41' left of centerline, up to 84' AGL/108' MSL. RWY 34: Multiple trees, building and obstruction light beginning 1013' from DER,

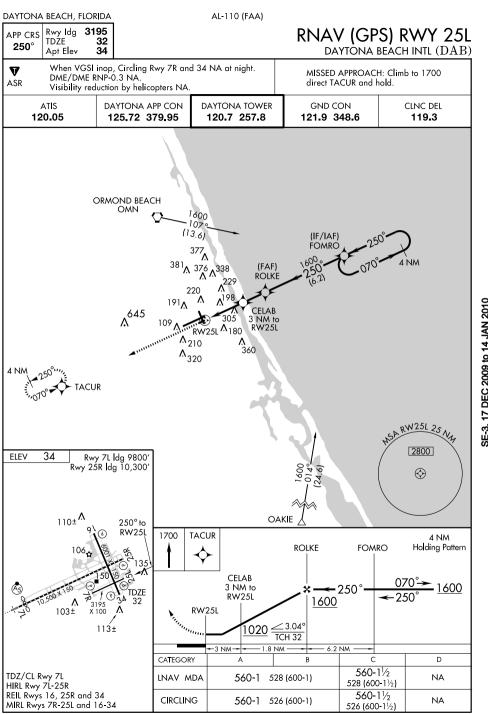
90' left of centerline, up to 82' AGL/111' MSL. Multiple trees, beginning 1108' from DER, 6' right of centerline, up to 78' AGL/ 107' MSL.

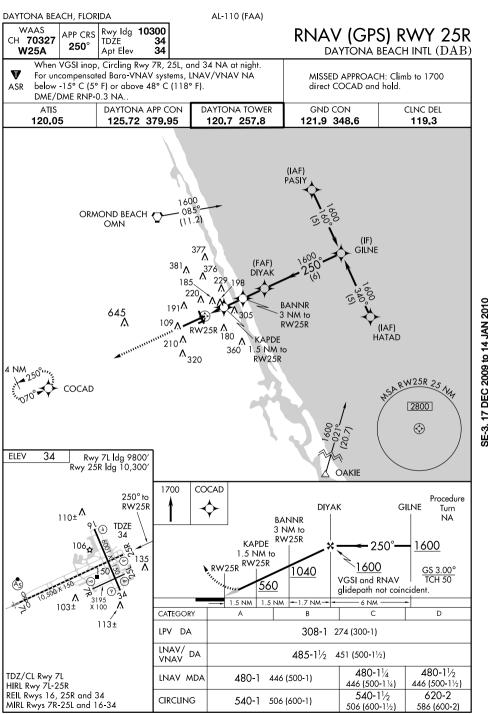
SE-3, 17 DEC 2009 to 14, IAN 2010

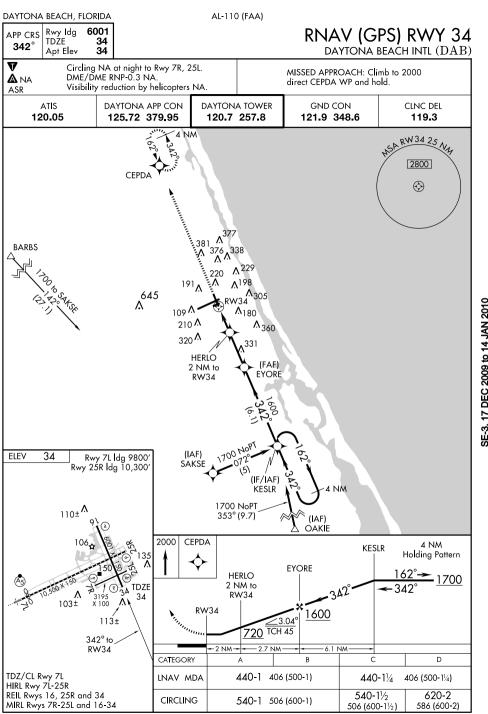


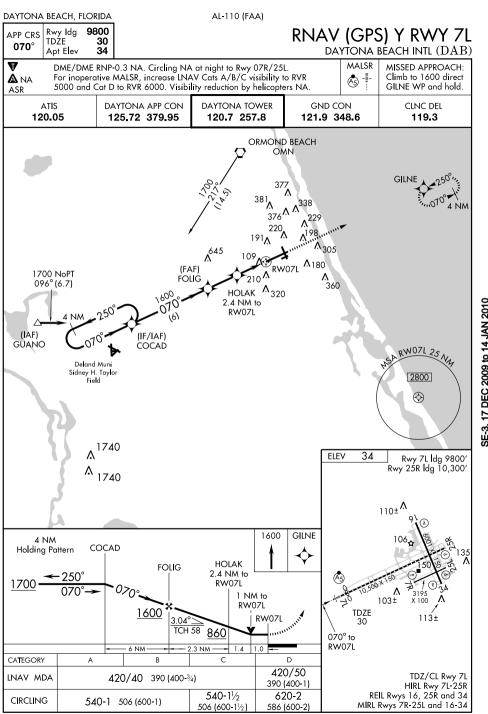


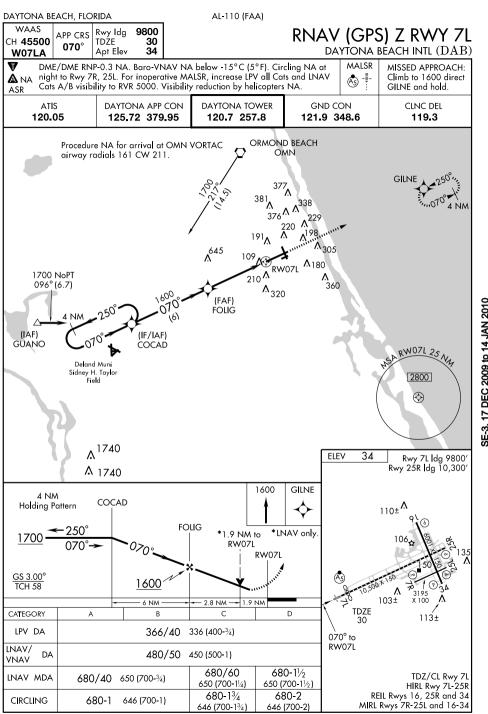












(ROYES5.ROYES) 09239 DAYTONA BEACH INTL (DAB)ROYES FIVE DEPARTURE SL-110 (FAA) DAYTONA BEACH, FLORIDÁ ATIS 120.05 CRAIG CLNC DEL 114.5 CRG .... 119.3 R-178 Chan 92 GND CON N30° 20.33′-W81° 30.60′ 121.9 DAYTONA TOWER L-21-23-24, H-8 120.7 257.8 DAYTONA DEP CON 358 (48) 123.9 **ROYES** N29°32.43′ W81° 25.88′ R-062 358 (14) ORMOND BEACH 112.6 OMN == Chan 73 OCALA 113.7 OCF .... Chan 84 BARBS N29°18.45' W81° 24.53' 46 TAKEOFF MINIMUMS: V267 Rwy 7L, 7R, 16, 34, 25L, 25R: STANDARD. ORLANDO 112.2 ORL :=:. Chan 59 NOTE: Chart not to scale. DEPARTURE ROUTE DESCRIPTION V TAKEOFF RUNWAY 7L: Climb heading 070° to 5000 or as assigned by ATC. Thence . . . . TAKEOFF RUNWAY 7R: Climb heading 070° to 5000 or as assigned by ATC. TAKEOFF RUNWAY 16: Climb heading 162° to 5000 or as assigned by ATC. TAKEOFF RUNWAY 25R: Climb heading 250° to 5000 or as assigned by ATC. TAKEOFF RUNWAY 25L: Climb heading 250° to 5000 or as assigned by ATC. TAKEOFF RUNWAY 34: Climb heading 342° to 5000 or as assigned by ATC. Thence . . . . . . . . Expect vectors to intercept CRG R-178 to CRG VORTAC. Then via assigned route expect clearance to filed altitude/flight level ten (10) minutes after departure.

SE-3, 17 DEC 2009 to 14, IAN 2010

(ROYES5.ROYES) 09239 DAYTONA BEACH INTL (DAB) ROYES FIVE DEPARTURE SL-110 (FAA) DAYTONA BEACH, FLORIDÁ

TAKE-OFF OBSTACLE NOTES:

RWY 7L: Multiple trees beginning 1834' from DER, 646' right of centerline, up to

64' AGL/95' MSL. RWY 7R: Tower, trees beginning 1042' from DER, 413' right of centerline, up to

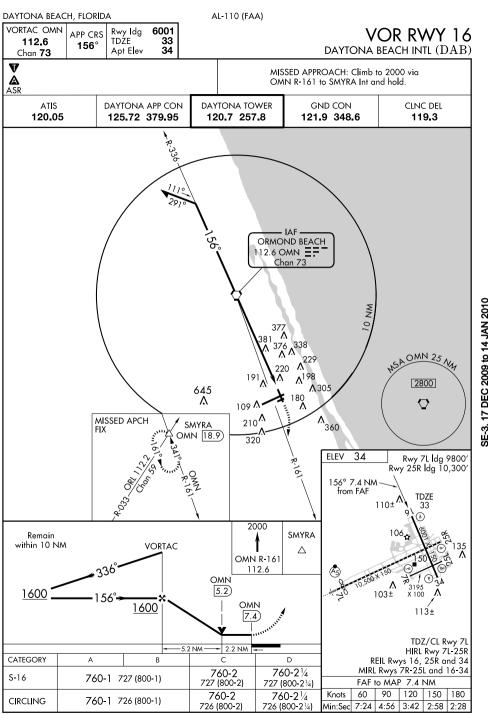
100' AGL/135' MSL. Hanger, multiple trees beginning 901' from DER, 55' left of centerline, up to 67' AGL/101' MSL. RWY 16: Multiple trees beginning 57' from DER, 19' left of centerline, up to

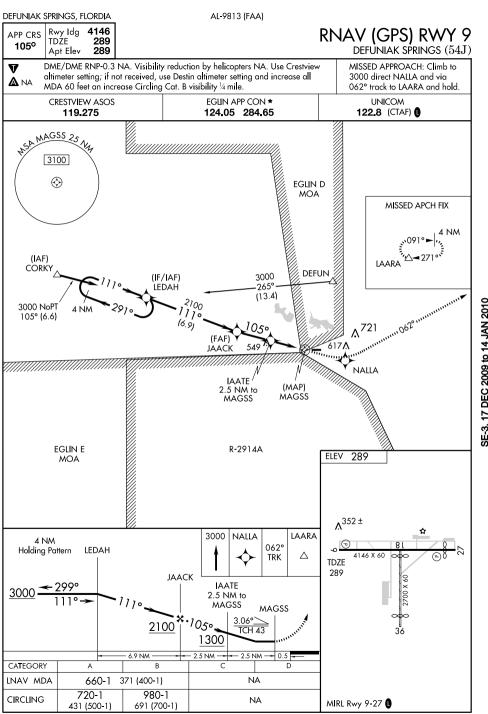
75' AGL/104' MSL. Multiple trees beginning 871' from DER, 3' right of centerline, up to 83' AGL/112' MSL. RWY 25L: Multiple trees beginning 123' from DER, 75' left of centerline, up to

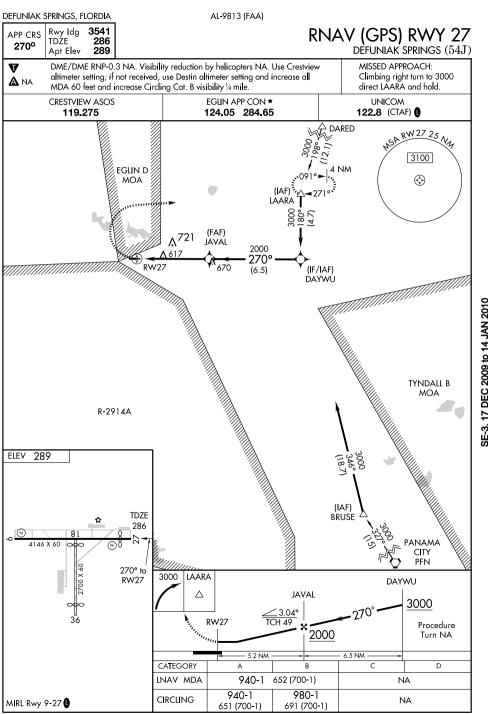
80' AGL/109' MSL. Multiple trees and antenna beginning 1002' from DER, 85' right of centerline, up to 72' AGL/101' MSL. RWY 25R: Multiple trees, signs and poles beginning 428' from DER, 38' right

of centerline, up to 88' AGL/115' MSL. Multiple trees beginning 1254' from DER, 41' left of centerline, up to 84' AGL/108' MSL.

RWY 34: Multiple trees, building and obstruction light beginning 1013' from DER, 90' left of centerline, up to 82' AGL/111' MSL. Multiple trees, beginning 1108' from DER, 6' right of centerline, up to 78' AGL/ 107' MSL.







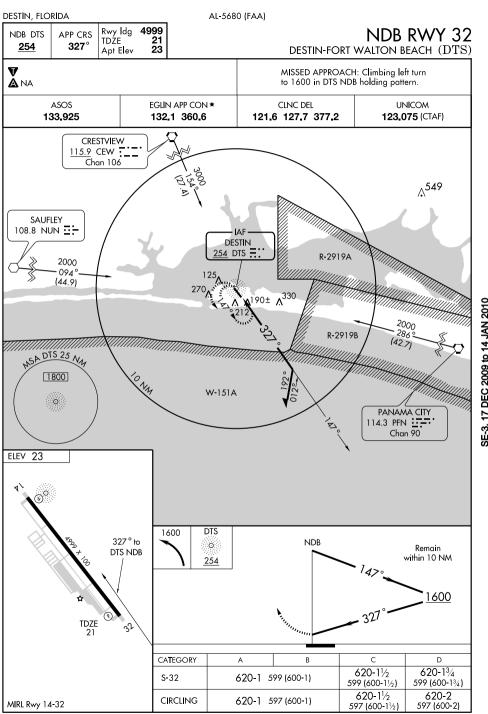
DELAND, FLORIDA AL-483 (FAA) WAAS 4301 RNAV (GPS) RWY 5 Rwy Ida APP CRS CH 90300 79 TDŻE 054° DELAND MUNI-SIDNEY H. TAYLOR FIELD  $(\mathrm{DED})$ Apt Elev W05A 80 MISSED APPROACH: Climb to Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Daytona Beach Intl altimeter setting and increase all DAs 38 feet and 3000 direct HOSOK and left turn via 322° track to BARBS all MDAs 40 feet. Baro-VNAV NA when using Daytona Beach Intl altimeter setting. and hold. AWOS-3 UNICOM DAYTONA APP CON 119.575 125.35 322.3 123.075 (CTAF) ( Variation of the State of the S MISSED APCH FIX BARBS ۸<sup>412</sup> **HOSOK** ∧<sup>220</sup> **SEVAE** SE-3, 17 DEC 2009 to 14, IAN 2010 272 RW05 2.5 NM to RW05 ۸<sub>339</sub> (FAF) 359 RUXZO NSA RW 05 25 My 1549 686 2000 55Å 2800 1740 **(** Λ<sub>1740</sub> (IF) UFIPI 80 **ELEV** (IAF) MAMBO 3000 HOSOK BARBS VGSI and RNAV glidepath Procedure not coincident. Turn Δ NA UFIPI RUX7O TRK 322 \*LNAV only **SEVAE** 2.5 NM 2000 0.54 to RW05 RW05 2000 \*900 **TDZE** <u>GS 3.</u>00° 79 TCH 40 - - 2.5 NM 6.2 NM 3.3 NM CATEGORY Α В LPV DA 385-1 306 (400-1) LNAV/ 054° to DA 433-11/4 354 (400-11/4) VNAV RW05 154± LNAV MDA 580-1 501 (500-1) 580-1½ 501 (500-1½) 580-11/2 640-2 REIL Rwy 30 CIRCLING 580-11/4 500 (500-11/4) MIRL Rwys 5-23 and 12-30 500 (500-11/2) 560 (600-2)

DELAND, FLORIDA AL-483 (FAA) RNAV (GPS) RWY 12 deland muni-sidney H. Taylor field (DED) WAAS Rwy Idg 6001 APP CRS CH 50300 TDŹF 74 122° Apt Elev 80 W12A MISSED APPROACH: Climb 77 Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. If local altimeter setting to 2000 direct CUGAK and not received, use Daytona Beach Intl altimeter setting and increase all DAs 38 feet and Δ via 139° track to OAKIE and all MDAs 40 feet. Baro-VNAV NA when using Daytona Beach Intl altimeter setting. ASR UNICOM AWOS-3 DAYTONA APP CON 119.575 125.35 322.3 123.075 (CTAF) ( RW1225 Ny (IAF) Procedure NA for arrival at Barbs BARBS via V267 Northbound. 2800  $\Diamond$ (IF) XEHMO ^<sup>412</sup> 291 220 IDROF SE-3 17 DEC 2009 to 14 JAN 2010 <sub>272</sub>∧ ۸<sup>339</sup> 359 **∧** Λ<sup>1549</sup> ۸<sup>686</sup> 1740 ۸<sub>1740</sub> **ELEV** 80 5 NA OAKIE 122° to **RW12** 2000 CUGAK OAKIE VGSI and RNAV glidepath Procedure TRK not coincident. Turn Δ 139° NA **XEHMO IDROF** TDZE 122 74 1600 **RW12** 1600 GS 3.00° TCH 40 6.4 NM 4.6 NM CATEGORY Α 165 ^A LPV DA 404-11/4 330 (400-11/4) LNAV/ DA 528-11/2 454 (500-11/2) VNAV 540-11/2 540-11/4 LNAV MDA 540-1 466 (500-1) 466 (500-11/4) 466 (500-1½) REIL Rwy 30 640-2 CIRCLING 540-11/2 460 (500-11/2) MIRL Rwys 5-23 and 12-30 560 (600-2)

DELAND, FLORIDA AL-483 (FAA) WAAS 4301 RNAV (GPS) RWY 23 Rwy Idg APP CRS CH 45700 TDŻE 78 234° DELAND MUNI-SIDNEY H. TAYLOR FIELD (DED)Apt Elev W23A 80 Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Daytona Beach Intl altimeter setting and increase all DAs 38 feet and MISSED APPROACH: Climb to 3000 direct RUXZO and via A all MDAs 40 feet. Baro-VNAV NA when using Daytona Beach Intl altimeter setting. 227° track to MAMBO and hold. ASR UNICOM AWOS-3 DAYTONA APP CON 123.075 (CTAF) 119.575 125.35 322.3 (IAF) Procedure NA for arrival at OMN VORTAC ORMOND BEACH via airway radials 161 CW 211. OMN 1600 188° (6.8) (IF) WÈKLU 1900 13<sup>1</sup> (FAF) ∧<sup>412</sup> HÖSÖK SE-3, 17 DEC 2009 to 14, IAN 2010 308 220 RW23 SARW 23 25 Ny ۸<sup>339</sup> 2800 359 RUXZC  $\Diamond$ 1549 ۸<sup>686</sup> MISSED APCH FIX 4 NM (99) 1740 80 **ELEV** 1740 MAMBO 3000 **RUXZO** MAMBO 234° to VGSI and RNAV glidepath TRK RW23 not coincident. Procedure 227° Δ Turn WFKIU HOSOK NA **TDZE** 78 1600 234 154± **RW23** 1600 GS 3.00° TCH 40 4.6 NM 165 **∧** CATEGORY Α D IPV 374-1 296 (300-1) DA LNAV/ DA 414-11/4 336 (400-11/4) VNAV 420-11/4 LNAV MDA 420-1 342 (400-1) 342 (400-11/4) 520-11/4 540-11/2 540-11/4 640-2 REIL Rwy 30 CIRCLING 460 (500-11/4) 460 (500-11/2) 440 (500-11/4) 560 (600-2) MIRL Rwys 5-23 and 12-30

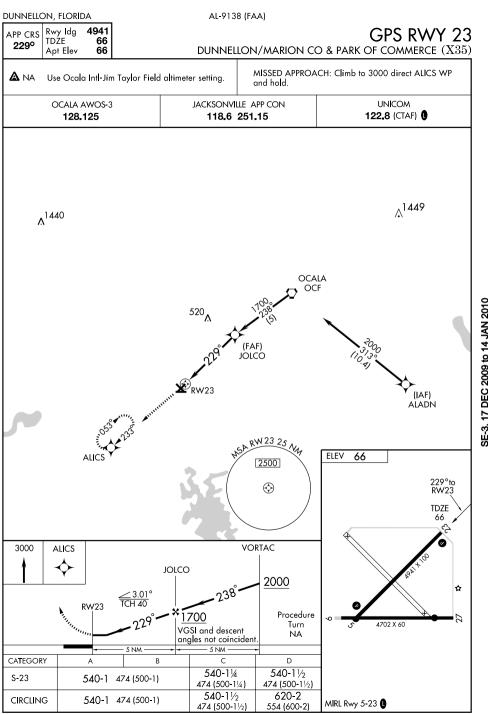
DELAND, FLORIDA AL-483 (FAA) WAAS 6001 Rwy Ida RNAV (GPS) RWY 30 APP CRS CH 97500 TDŹE 72 302° DELAND MUNI-SIDNEY H. TAYLOR FIELD (DED)80 Apt Elev W30A MISSED APPROACH: Climb to Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Daytona Beach Intl altimeter setting and increase all DAs 38 feet and 3000 direct XEHMO and right turn via 027° track to BARBS and hold. À all MDAs 40 feet. Baro-VNAV NA when using Daytona Beach Intl altimeter setting. ASR UNICOM AWOS-3 DAYTONA APP CON 123.075 (CTAF) 0 119,575 125.35 322.3 NSA RW30 25 Ny 5 NM 2800 **BARBS**  $\bigcirc$ SE-3, 17 DEC 2009 to 14, IAN 2010 ۸<sup>412</sup> 220 RW30 (FAF) <sub>272</sub> ^ ۸<sup>339</sup> ŶEBBÚ (IAF) 359<sup>∧</sup> 1600 SMYRA 260 2000 <sup>30</sup>2 255° <sup>1549</sup>Λ ۷<sub>686</sub> (4.9) (IF) 80 **ELEV** CUGAK 1740 (IAF) OAKİE 1740 **XEHMO BARBS** 3000 Procedure VGSI and RNAV glidepath Turn not coincident. **CUGAK** Δ NA TRK 027 YEBBU 2000 302° to 302° RW30 RW30 <u>GS 3.</u>00° **TDZE** 1600 72 TCH 40 165 **^** 6.9 NM CATEGORY Α LPV DA 387-11/4 315 (400-11/4) LNAV/ 465-11/2 393 (400-11/2) DA VNAV 500-11/4 500-11/2 500-1 LNAV MDA 428 (500-1) 428 (500-11/4) 428 (500-11/2) REIL Rwy 30 520-11/2 640-2 CIRCLING 540-11/2 460 (500-11/2) MIRL Rwys 5-23 and 12-30 🛭 440 (500-1½) 560 (600-2)

DELAND, FLORIDA AL-483 (FAA) 4301 VORTAC OMN Rwy Idg VOR RWY 23 APP CRS 78 112.6 TDŹE 212° DELAND MUNI-SIDNEY H. TAYLOR FIELD (DED) Apt Elev 80 Chan **73** V DME or ADF REQUIRED. MISSED APPROACH: Climbing right turn If local altimeter setting not received, use Daytona Beach Intl A NA to 2000 direct OMN VORTAC and hold. altimeter setting and increase all MDAs 40 feet. ASR AWOS-3 UNICOM DAYTONA APP CON 123.075 (CTAF) 125.35 322.3 119.575 SAOMN 25 My 2800 AF-ORMOND BEACH 112.6 OMN == SE-3, 17 DEC 2009 to 14, IAN 2010 Chan 73 LOM . TOMOK 645 263 DA ==: -1110 DONGS INT OMN [10) <sup>412</sup>∧ ۸<sup>308</sup> 80 **ELEV** 220 212° 6.5 NM <sup>272</sup>∧ from FAF ۷<sub>339</sub> 359 2000 OMN TDZE DONGS INT 78 VORTAC OMN [10) 112.6 Procedure Turn NA OMN 212°• 1600 16.5 1600 165 **^** VGSI and descent angles not coincident. - 10 NM -6.5 NM REIL Rwy 30 CATEGORY D Α C MIRL Rwys 5-23 and 12-30 S-23 580-1 502 (500-1) 580-11/2 502 (500-11/2) FAF to MAP 6.5 NM Knots 60 90 120 | 150 180 580-11/2 640-2 CIRCLING 580-1 500 (500-1) Min:Sec 6:30 4:20 3:15 2:36 2:10 500 (500-11/2) 560 (600-2)

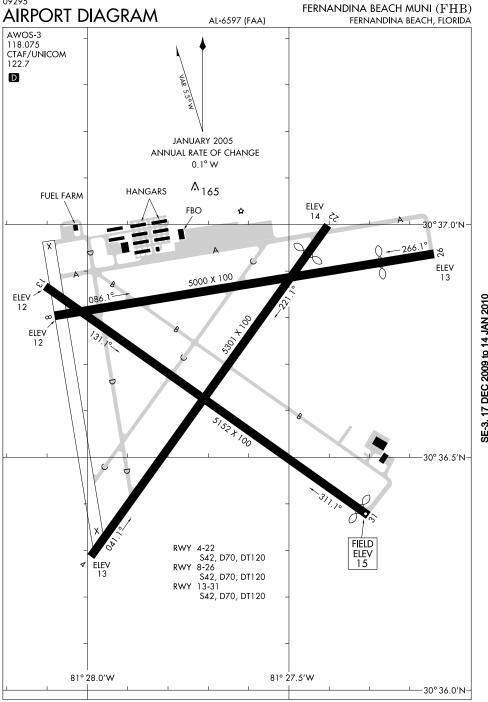


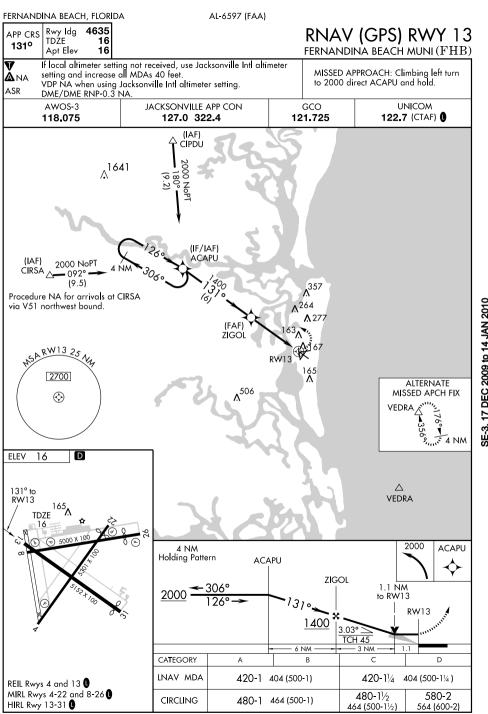
DESTIN, FLORIDA AL-5680 (FAA) RNAV (GPS) RWY 14 DESTIN-FORT WALTON BEACH (DTS) 4999 Rwy Idg APP CRS TDŹE 22 143° Apt Elev 23 MISSED APPROACH: Climb to 2000 via DME/DME RNP-0.3 NA. course 143° to AJJIP WP and hold. **Å** NA **ASOS** EGLIN APP CON ★ CLNC DEL UNICOM 133,925 132.1 360.6 121.6 127.7 377.2 123.075 (CTAF) (IAF) **CRESTVIEW** CEW CAUTION: Ealin AFB 4.9 NM on final. ILOPE 549<sub>^</sub> (FAF) VOŽEC 7 224 270<sub>A</sub> SE-3, 17 DEC 2009 to 14, IAN 2010 Λ 190± Λ<sup>330</sup> R-2919B W-151A SA RW 14 25 NA ELEV 23 1800 -143° to  $\Diamond$ RW14 TDZE 22 2000 AJLIP **ILOPE** CRS 143° NOZEC 2000 1.3 NM to 143 RW14 Procedure RW14 1600 Turn 3.00°<u></u>
TCH 41 NA 3.6 NM — 1.3 -5.2 NM C D CATEGORY Α 460-11/2 460-11/4 LNAV MDA 460-1 438 (500-1) 438 (500-11/4) 438 (500-11/2) 580-11/2 580-2 CIRCLING 580-1 557 (600-1) MIRL Rwy 14-32 557 (600-11/2) 557 (600-2)

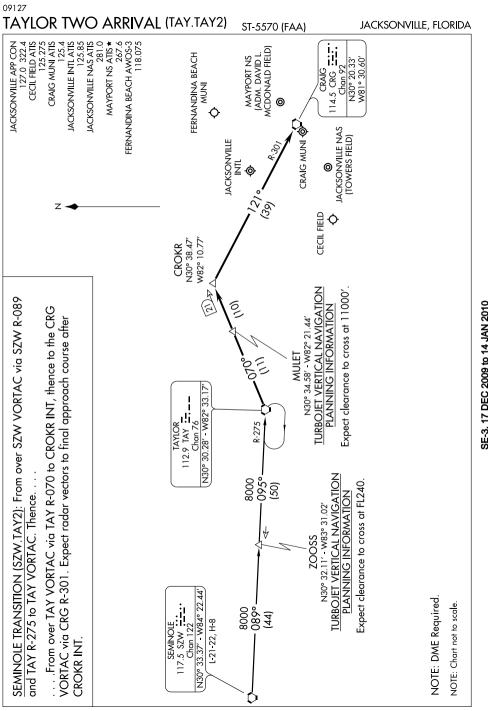
DESTIN, FLORIDA AL-5680 (FAA) RNAV (GPS) RWY 32 DESTIN-FORT WALTON BEACH (DTS) Rwy Ida 4999 APP CRS TDŹE 21 323° 23 Apt Elev V MISSED APPROACH: Climbing left turn DME/DME RNP-0.3 NA. A NA to 2000 direct AJLIP WP and hold. ASOS EGLIN APP CON ★ CLNC DEL UNICOM 133.925 123.075 (CTAF) 132.1 360.6 121.6 127.7 377.2 549 <sup>⊼</sup> CRESTVIEW CEW 125<sub>A</sub> 190± **∧**330 (FAF R-2919B JFEB. (IAF) MEMŚE PANAMA CITY PFN SE-3, 17 DEC 2009 to 14, IAN 2010 2000 NoPT 233° (5) (IAF) SA RW32 25 Ny AJLIF 4 NM 1800 W-151A  $\bigcirc$ ELEV 23 2000 AJLIP 4 NM AJLIP Holding Pattern **UFEBA** 1.3 NM to RW32 323 TDZE 21 RW32 1600 3.00° TCH 41 1.3 3.6 NM -5 NM -323° to C D CATEGORY Α RW32 540-13/4 540-11/2 LNAV MDA 540-1 519 (600-1) 519 (600-11/2) 519 (600-13/4) 600-11/2 600-2 **CIRCLING** 600-1 577 (600-1) MIRL Rwy 14-32 577 (600-11/2) 577 (600-2)

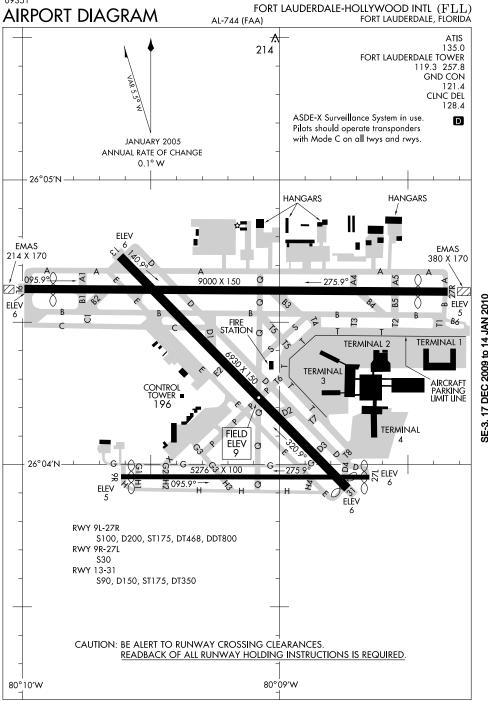


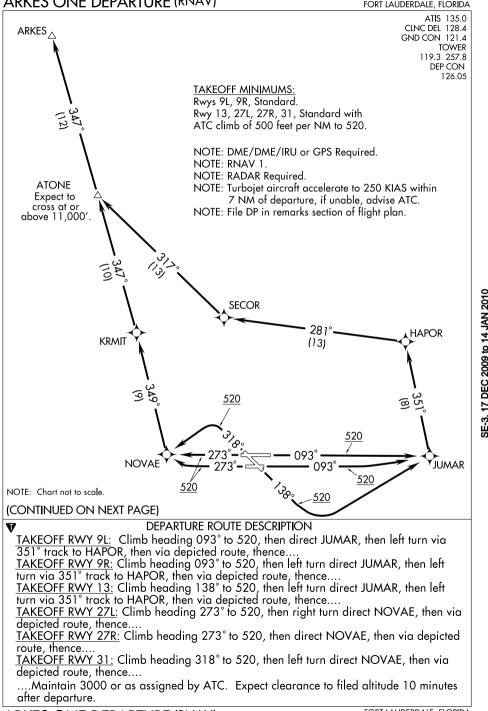
DUNNELLON, FLORIDA AL-9138 (FAA) 4941 VOR/DME RWY 23 VORTAC OCF Rwy Idg APP CRS 113.7 TDZE 66 2290 DUNNELLON/MARRION CO & PARK OF COMMERCE (X35) 66 Chan 84 Apt Elev MISSED APPROACH: Climb to 3000 via OCF R-229 to A NA Use Ocala altimeter settina. ALICS/OCF 17 DME and hold. OCALA AWOS-3 JACKSONVILLE APP CON **UNICOM** 122.8 (CTAF) 0 128.125 118.6 251.15 △1449 ۸<sup>1440</sup> 8-019. NoPT for arrival on OCF VORTAC airway radials 346 CW 145. ۸<sup>520</sup> IAF -OCALA 113.7 OCF .... Chan 84 VIKIN OCF 5 SE-3, 17 DEC 2009 to 14, IAN 2010 10 MM ALICS OCF [17) NSA OCF 25 NA ELEV 66 2500 229° 5 NM from FAF  $\Diamond$ TDZE 66 3000 One Minute **ALICS** Holding Pattern **VORTAC** Δ VIKIN OCF R-229 OCF 5 ☆ 2400 <u>≤3</u>.01° OCF 10 TCH 40 1700 4702 X 60 VGSI and descent angles not coincident. 5 NM 5 NM CATEGORY C 540-11/4 540-11/2 S-23 540-1 474 (500-1) 474 (500-11/4) 474 (500-11/2) 540-11/2 620-2 CIRCLING 540-1 474 (500-1) MIRL Rwy 5-23 🕕 474 (500-11/2) 554 (600-2)











ARKES OINE DEPARTURE (KINAV) FORT LAUDERDALE, FLORIDA

SE-3, 17 DEC 2009 to 14 JAN 2010

## Rwy 9L: Railroad, light pole and antenna on building beginning 469' from DER, 379'

TAKEOFF OBSTACLE NOTES:

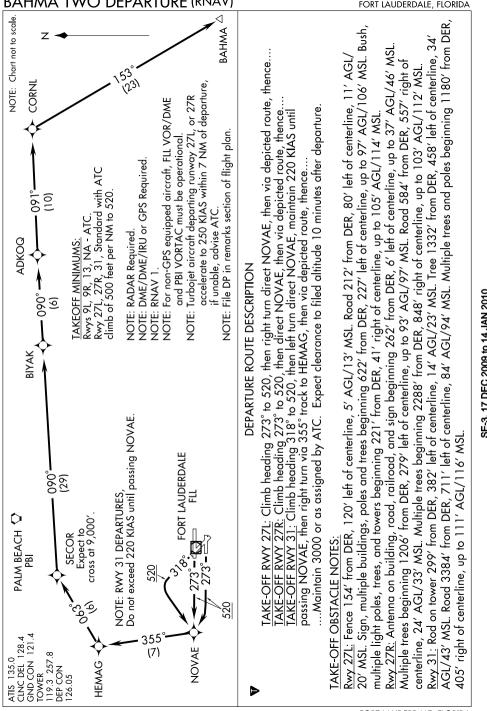
left of centerline, up to 43' AGL/47' MSL. Light pole 1332' from DER, 634' right of centerline, 42' AGL/46' MSL. Tree 1977' from DER, 272' right of centerline, 55' AGL/59' MSL. Rwy 9R: Light pole 545' from DER, 335' left of centerline, 27' AGL/41' MSL. Tree 783' from DER, 396' left of centerline, 30' AGL/44' MSL. Antenna on building, fence, light pole, and multiple trees beginning 254' from DER, 133' right of centerline, up to 56' AGL/70' MSL. Rwy 13: Multiple trees beginning 844' from DER, 206' left of centerline, up to 76' AGL/80' MSL. Antenna on building 534' from DER, 431' left of centerline,

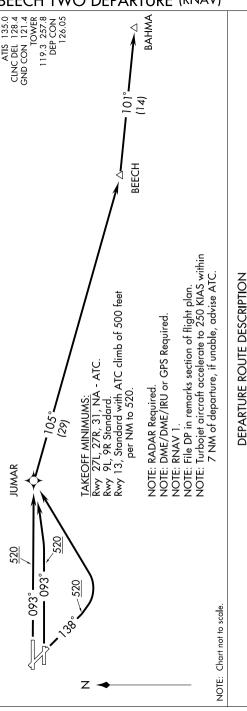
11' AGL/20' MSL. Pole 910' from DER, on centerline, 30' AGL/39' MSL. Railroad crossing arm 1104' from DER, 14' right of centerline, 42' AGL/56' MSL. Multiple trees and light poles beginning 563' from DER, 53' right of centerline, up to 81' AGL/ 95' MSL. Rwy 27L: Fence 154' from DER, 120' left of centerline, 5' AGL/13' MSL. Road 212' from DER, 80' left of centerline, 11' AGL/20' MSL. Sign, multiple buildings, poles and trees beginning 622' from DER, 227' left of centerline, up to 97' AGL/106' MSL. Bush. multiple light poles, trees, and towers beginning 221' from DER, 41' right of centerline,

up to 105' AGL/114' MSL. Rwy 27R: Antenna on building, road, railroad, and sign beginning 262' from DER, 6' left of centerline, up to 37' AGL/46' MSL. Multiple trees beginning 1206' from DER, 279' left of centerline, up to 93' AGL/97' MSL. Road 584' from DER, 557' right of centerline, 24' AGL/33' MSL. Multiple trees beginning 2288' from DER, 848' right of centerline, up to 103' AGL/112' MSL.

Rwy 31: Rod on tower 299' from DER, 382' left of centerline, 14' AGL/23' MSL. Tree 1332' from DER, 458' left of centerline, 34' AGL/43 MSL. Road 3384' from DER,

711' left of centerline, 84' AGL/94' MSL. Multiple trees and poles beginning 1180' from DER, 405' right of centerline, up to 111' AGL/116' MSL.





TAKEOFF RWY 9L: Climb heading 093° to 520, then direct JUMAR, then via depicted route, thence.... <u>TAKEOFF RWY 9R</u>: Climb heading 093° to 520, then left turn direct JUMAR, then via depicted route, thence... <u>TAKEOFF RWY 13</u>: Climb heading 138° to 520, then left turn direct JUMAR, then via depicted route, thence... ...Maintain 3000 or as assigned by ATC. Expect clearance to filed altitude 10 minutes after departure. TAKE-OFF OBSTACLE NOTES

Rwy 9L: Railroad, light pole and antenna on building beginning 469′ from DER, 379′ left of centerline, up to 43′ AGL/47′ MSL.

Rwy 9R: Light pole 545' from DER, 335' left of centerline, 27' AGL/41' MSL. Tree 783' from DER, 396' left of centerline, 30' AGL/ Light pole 1332' from DER, 634' right of centerline, 42' AGL/46' MSL. Tree 1977' from DER, 272' right of centerline, 55' AGL/ 44′ MSL. Antenna on building, fence, light pole, and multiple trees beginning 254′ from DER, 133′ right of centerline, up to 56' AGL/70' MSL.

Rwy 13: Multiple trees beginning 844' from DER, 206' left of centerline, up to 76' AGL/80' MSL. Antenna on building 534' from

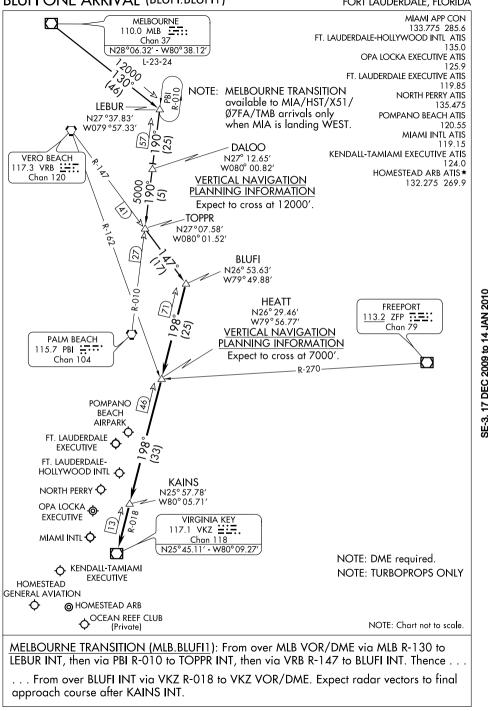
DER, 431' left of centerline, 11' AGL/20' MSL. Pole 910' from DER, on centerline, 30' AGL/39' MSL. Railroad crossing arm

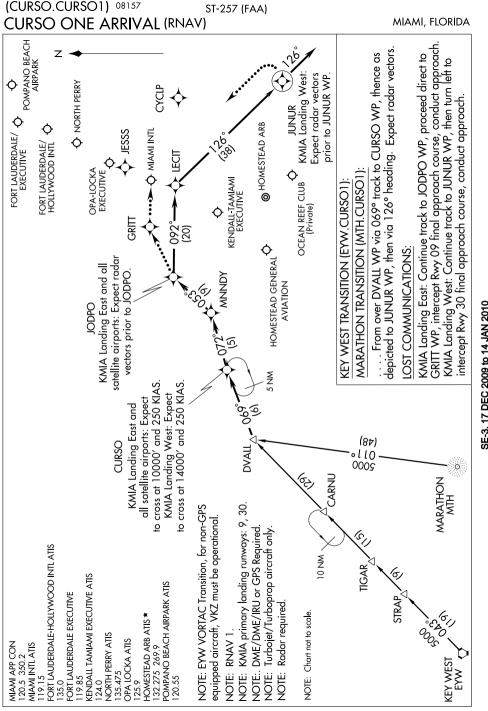
104′ from DER, 14′ right of centerline, 42′ AGL/56′ MSL. Multiple trees and light poles beginning 563′ from DER, 53′ right of

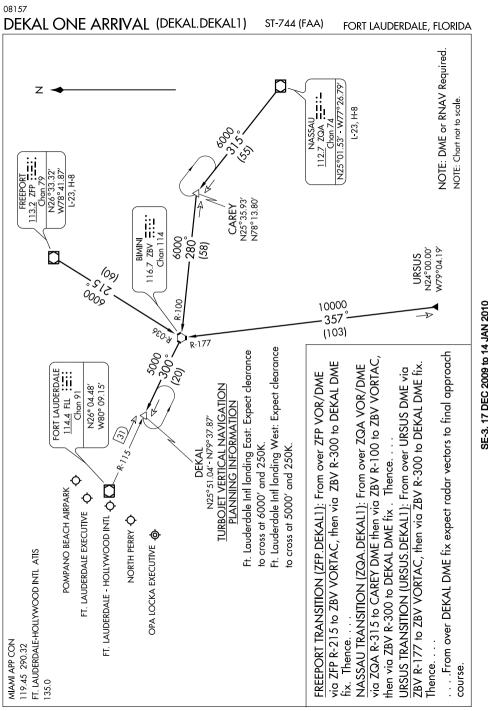
centerline, up to 81' AGL/ 95' MSL.

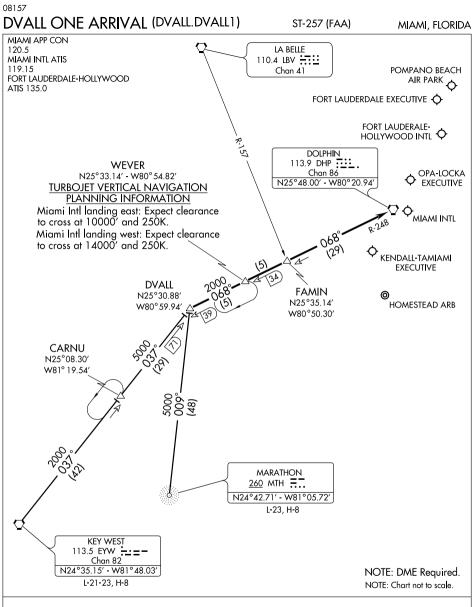
FORT LAUDERDALE, FLORIDA

SE-3, 17 DEC 2009 to 14 JAN 2010







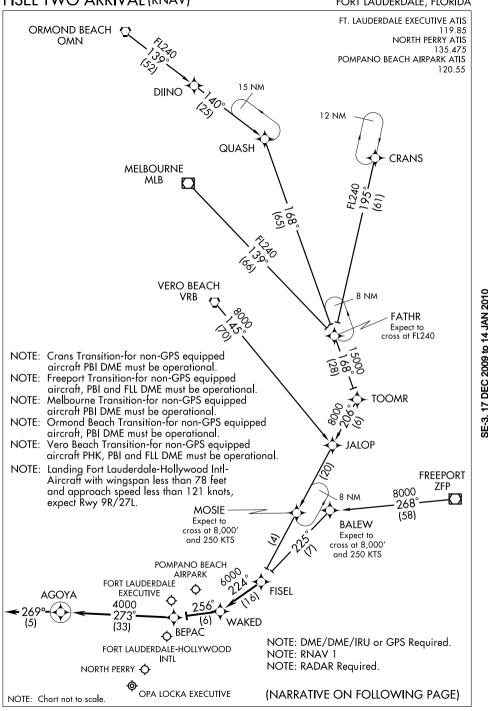


KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037 to DVALL INT. Thence. . . .

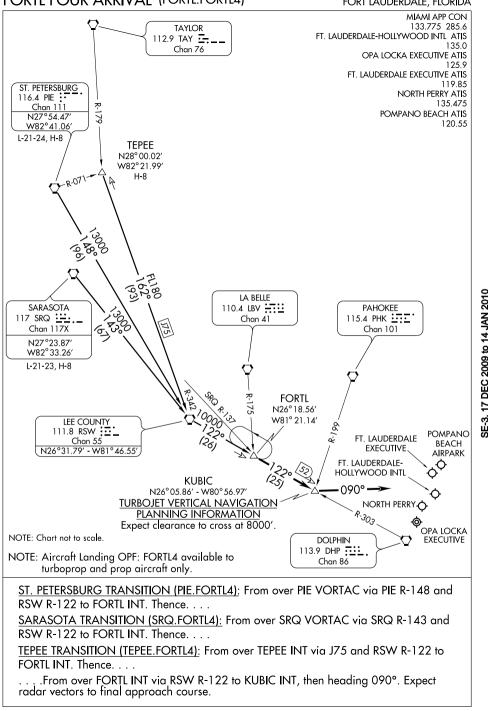
MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . . .

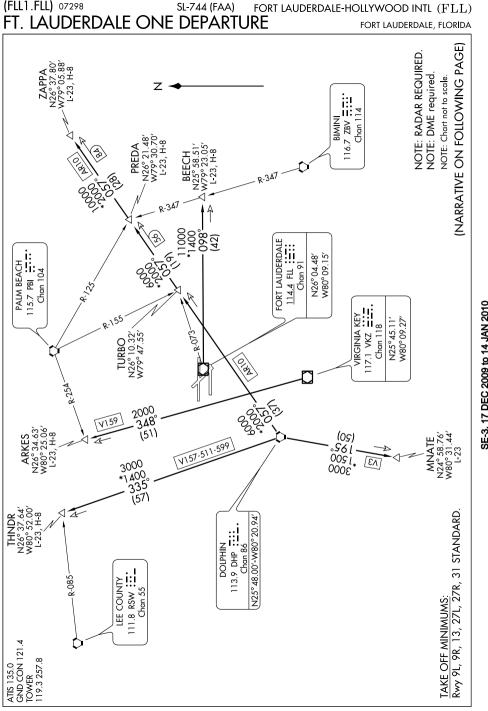
. . . . From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

SE-3, 17 DEC 2009 to 14 JAN 2010



HOLL IVVO ARRIVAL(RIVAV) FORT LAUDERDALE, FLORIDA ARRIVAL ROUTE DESCRIPTION CRANS TRANSITION (CRANS.FISEL2): FREEPORT TRANSITION (ZFP.FISEL2): MELBOURNE TRANSITION (MLB.FISEL2): ORMOND BEACH TRANSITION (OMN.FISEL2): VERO BEACH TRANSITION (VRB.FISEL2): From over FISEL WP via 224° track to WAKED WP, thence as depicted to AGOYA WP. Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to AGOYA WP. Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course after FISEL WP. SE-3, 17 DEC 2009 to 14 JAN 2010 Landing Fort Lauderdale Executive, Pompano Beach Airpark, Opa Locka, North Perry: Expect radar vectors to final approach course prior to WAKED WP.





(FLL1.FLL) 07242 SL-744 (FAA) FORT LAUDERDALE-HOLLYWOOD INTL (FLL) FT. LAUDERDALE ONE DEPARTURE

FORT LAUDERDALE, FLORIDA

SE-3, 17 DEC 2009 to 14 JAN 2010

V

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9R/31: Climb on assigned heading. Thence ....

TAKE-OFF RUNWAY 9L: Climb on assigned heading. If assigned left turn, climb to 500 before

turning left. Thence .... TAKE-OFF RUNWAY 13: Climb on assigned heading. If assigned right turn, climb to 800 before

turning right. Thence ....

TAKE-OFF RUNWAY 27L: Climb on assigned heading. If assigned left turn climb to 600 before turning left. Thence... TAKE-OFF RUNWAY 27R: Climb on assigned heading. If assigned left turn, climb to 500 before

turning left. Thence...

....Maintain 3000 or assigned lower altitude and expect radar vectors to appropriate transition.

Expect further clearance to filed altitude ten minutes after departure.

ARKES TRANSITION (FLL1.ARKES): Intercept VKZ VOR/DME R-348 to ARKES INT. Then as filed.

BEECH TRANSITION (FLL1.BEECH): From FLL VOR/DME via R-098 to BEECH INT. Then as filed. MNATE TRANSITION (FLL1.MNATE): From over DHP VORTAC via R-195 to MNATE DME fix.

Then as filed. PREDA TRANSITION (FLL1. PREDA): From over DHP VORTAC via R-057 to PREDA INT. Then as filed. If filed via BR70V, expect radar vector to filed route after PREDA. If radio contact is not

established by PREDA, turn right heading 120° and join filed route. THNDR TRANSITION (FLL1.THNDR): From over DHP VORTAC via DHP R-335 to THNDR INT.

Then as filed.

ZAPPA TRANSITION (FLL1.ZAPPA): Intercept DHP VORTAC R-057 to ZAPPA. Then as filed.

**TAKE-OFF OBSTACLES** NOTE: Rwy 9L: Railroad, light pole and antenna on building beginning 469' from DER, 379'

left of centerline, up to 43' AGL/47' MSL. Light pole 1332' from DER, 634' right of centerline, 42' AGL/46' MSL. Tree 1977' from DER, 272' right of centerline, 55' AGL/59' MSL. NOTE:

Rwy 9R: Light pole 545' from DER 335' left of centerline, 27' AGL/ 41' MSL. Tree 783' from DER, 396' left of centerline, 30' AGL/44' MSL. Antenna on building, fence, light pole, and multiple trees beginning 254' from DER, 133' right of centerline, up to 56' AGL/70' MSL.

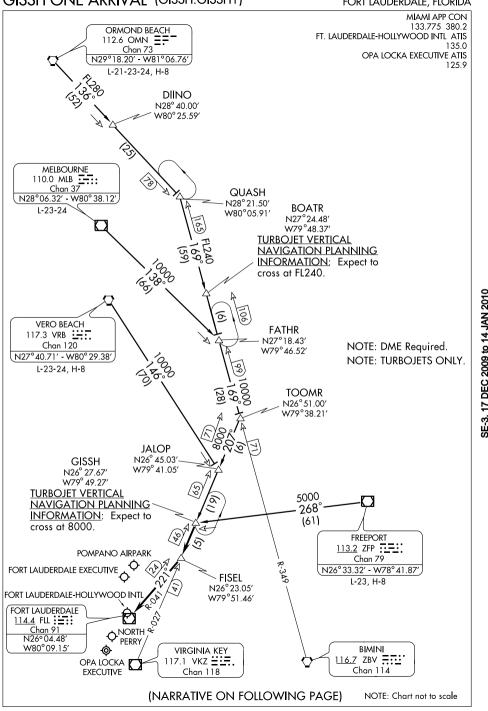
NOTE: Rwy 13: Multiple trees beginning 844' from DER, 206' left of centerline, up to 76' AGL/80' MSL. Antenna on building 534' from DER, 431' left of centerline, 11' AGL/20' MSL. Pole 910' from DER, on centerline, 30' AGL/39' MSL. Railroad crossing arm 1104' from DER, 14' right of centerline, 42' AGL/56' MSL. Multiple trees and light poles beginning 563' from DER, 53' right of centerline, up to

81' AGL/95' MSL. NOTE: Rwy 27L: Fence 154' from DER, 120' left of centerline, 5' AGL/13' MSL. Vehicle on road 212' from DER, 80' left of centerline, 11' AGL/20' MSL. Sign, multiple buildings, poles and trees beginning 622' from DER, 227' left of centerline, up to 97' AGL/106' MSL. Bush, multiple light poles, trees, and towers beginning 221' from DER, 41' right

of centerline, up to 105' AGL/114' MSL. NOTF: Rwy 27R: Antenna on building, vehicle on road, railroad, and sign beginning 262' from DER, 6' left of centerline, up to 37' AGL/ 46' MSL. Multiple trees beginning 1206' from DER, 279' left of centerline, up to 93' AGL/97' MSL. Vehicle on road 584' from DER, 557' right of centerline, 24' AGL/ 33' MSL. Mulitple trees beginning 2288' from DER, 848' right of centerline, up to 103' AGL/112' MSL.

NOTE: Rwy 31: Rod on tower 299' from DER, 382' left of centerline, 14' AGL/23' MSL. Tree 1332' from DER, 458' left of centerline, 34' AGL/43' MSL. Vehicle on road 3384'

from DER, 711' left of centerline, 84' AGL/94' MSL. Multiple trees and poles beginning 1180' from DER, 405' right of centerline, up to 111' AGL/116' MSL.

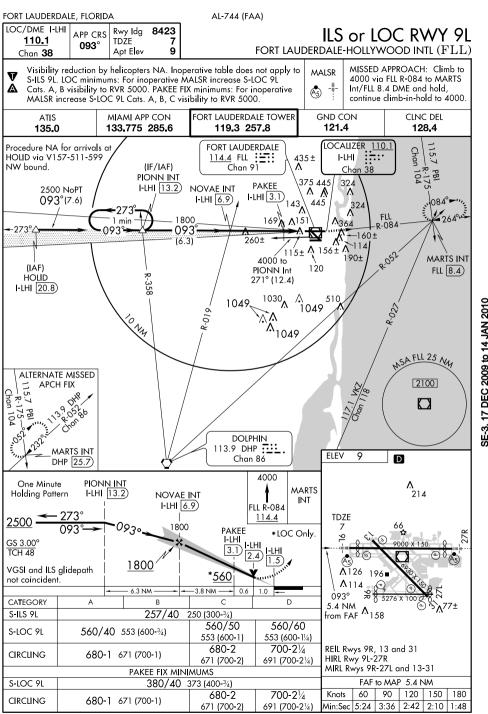


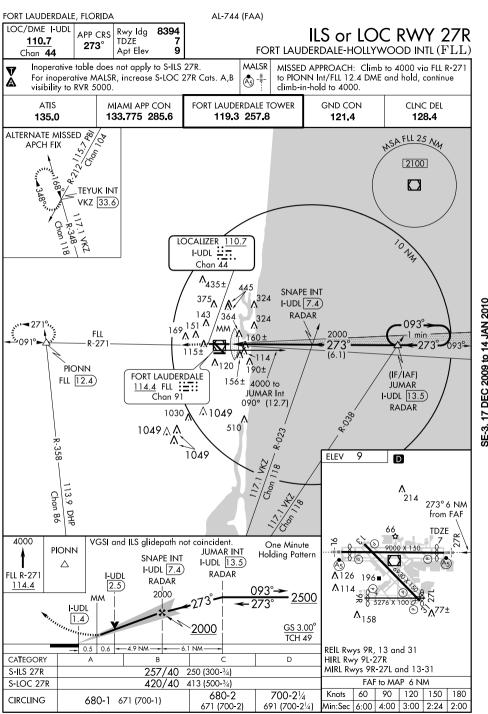
## ARRIVAL DESCRIPTION FREEPORT TRANSITION (ZFP.GISSH1): From over ZFP VOR/DME via ZFP R-268 to GISSH. Thence . . . . MELBOURNE TRANSITION (MLB.GISSH1): From over MLB VORTAC via MLB R-138 to FATHR, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . . ORMOND BEACH TRANSITION (OMN.GISSH1): From over OMN VORTAC via OMN R-136 to QUASH, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH Thence VERO BEACH TRANSITION (VRB.GISSH1): From over VRB VORTAC via VRB R-146 to JALOP, then via VKZ R-027 to GISSH. Thence . . . .

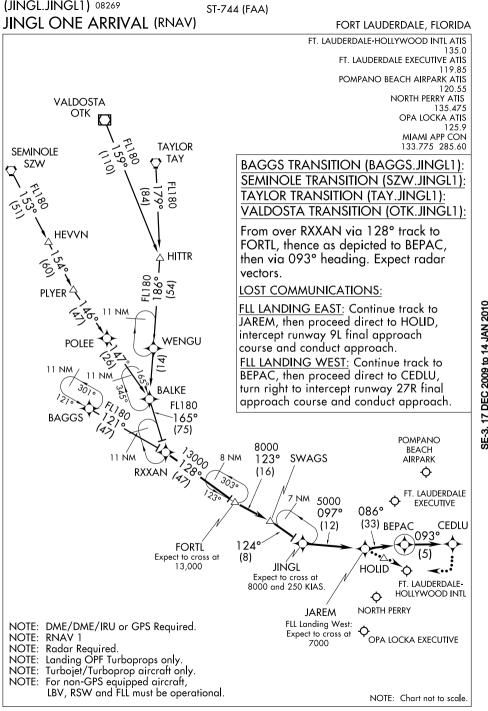
GISSIT CINE ARRIVAL (CISSITICISSITI)

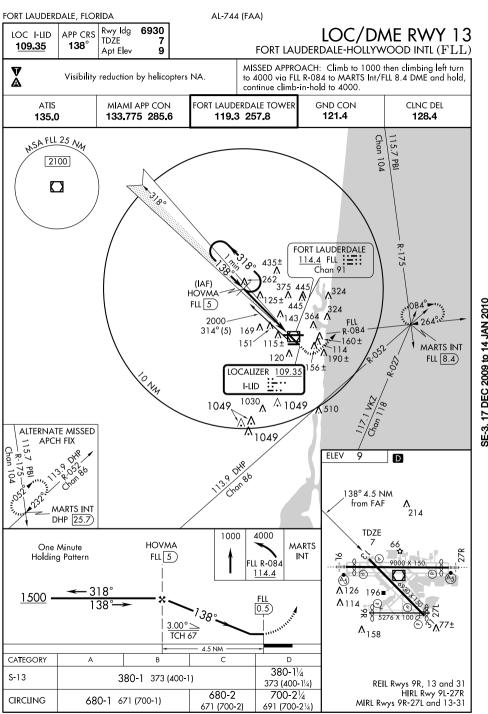
. . . . From over GISSH INT via VKZ R-027 to FISEL INT, then via FLL R-041, expect radar vectors to final approach course.

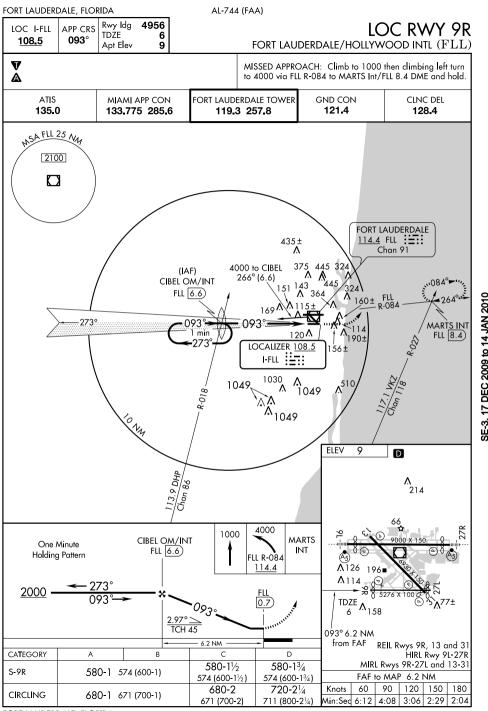
FORT LAUDERDALE, FLORIDA

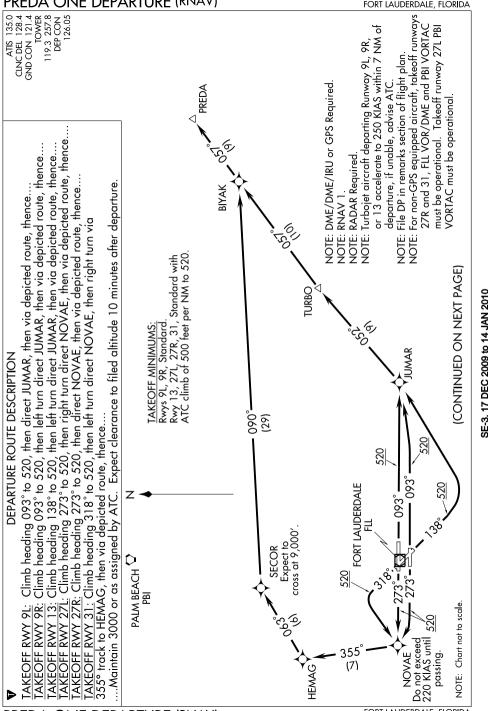












PREDA ONE DEPARTURE (RINAV) FORT LAUDERDALE, FLORIDA

## Rwy 9L: Railroad, light pole and antenna on building beginning 469' from DER, 379'

TAKEOFF OBSTACLE NOTES:

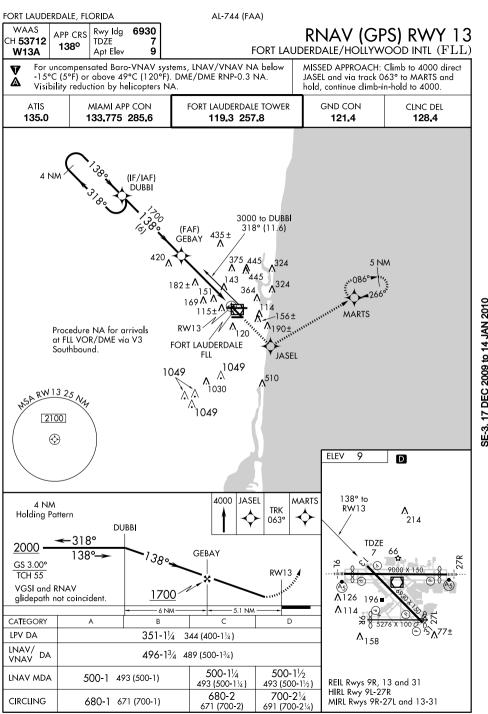
left of centerline, up to 43' AGL/47' MSL. Light pole 1332' from DER, 634' right of centerline, 42' AGL/46' MSL. Tree 1977' from DER, 272' right of centerline, 55' AGL/59' MSL. Rwy 9R: Light pole 545' from DER, 335' left of centerline, 27' AGL/41' MSL. Tree 783' from DER, 396' left of centerline, 30' AGL/44' MSL. Antenna on building, fence, light pole, and multiple trees beginning 254' from DER, 133' right of centerline, up to 56' AGL/70' MSL. Rwy 13: Multiple trees beginning 844' from DER, 206' left of centerline, up to 76' AGL/80' MSL. Antenna on building 534' from DER, 431' left of centerline,

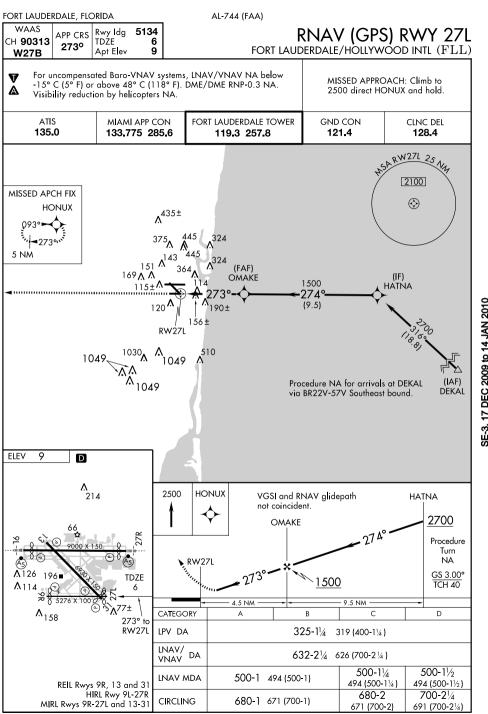
11' AGL/20' MSL. Pole 910' from DER, on centerline, 30' AGL/39' MSL. Railroad crossing arm 1104' from DER, 14' right of centerline, 42' AGL/56' MSL. Multiple trees and light poles beginning 563' from DER, 53' right of centerline, up to 81' AGL/ 95' MSL. Rwy 27L: Fence 154' from DER, 120' left of centerline, 5' AGL/13' MSL. Road 212' from DER, 80' left of centerline, 11' AGL/20' MSL. Sign, multiple buildings, poles and

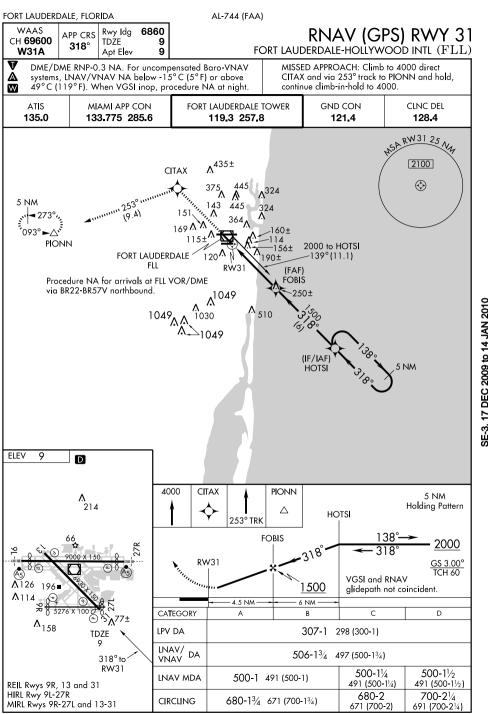
trees beginning 622' from DER, 227' left of centerline, up to 97' AGL/106' MSL. Bush.

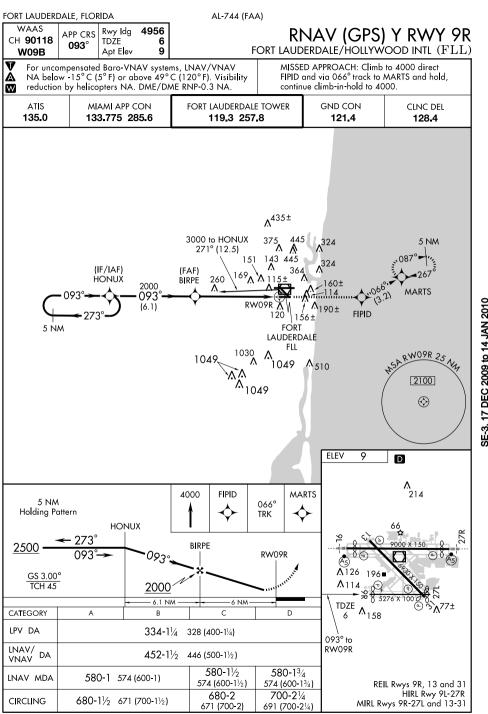
multiple light poles, trees, and towers beginning 221' from DER, 41' right of centerline, up to 105' AGL/114' MSL. Rwy 27R: Antenna on building, road, railroad, and sign beginning 262' from DER, 6' left of centerline, up to 37' AGL/46' MSL. Multiple trees beginning 1206' from DER, 279' left of centerline, up to 93' AGL/97' MSL. Road 584' from DER, 557' right of centerline, 24' AGL/33' MSL. Multiple trees beginning 2288' from DER, 848' right of centerline, up to 103' AGL/112' MSL. Rwy 31: Rod on tower 299' from DER, 382' left of centerline, 14' AGL/23' MSL. Tree 1332' from DER, 458' left of centerline, 34' AGL/43 MSL. Road 3384' from DER, 711' left of centerline, 84' AGL/94' MSL. Multiple trees and poles beginning 1180' from DER, 405' right of centerline, up to 111' AGL/116' MSL.

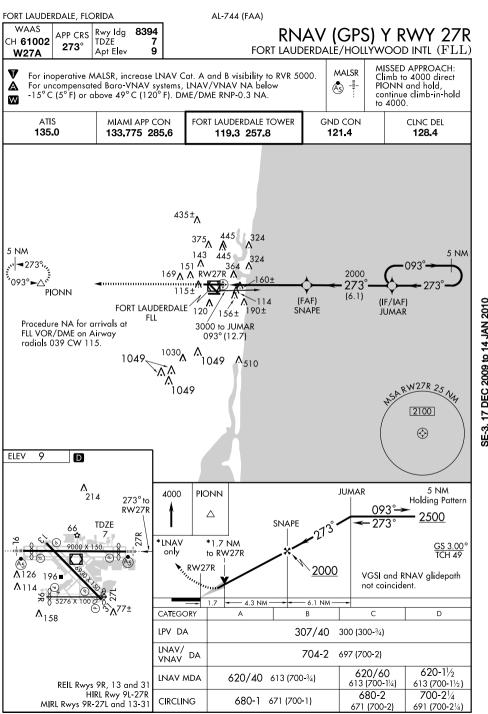
SE-3, 17 DEC 2009 to 14 JAN 2010

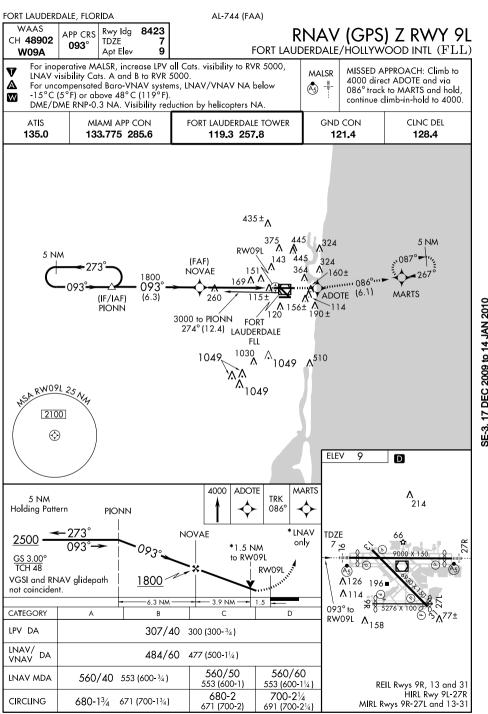


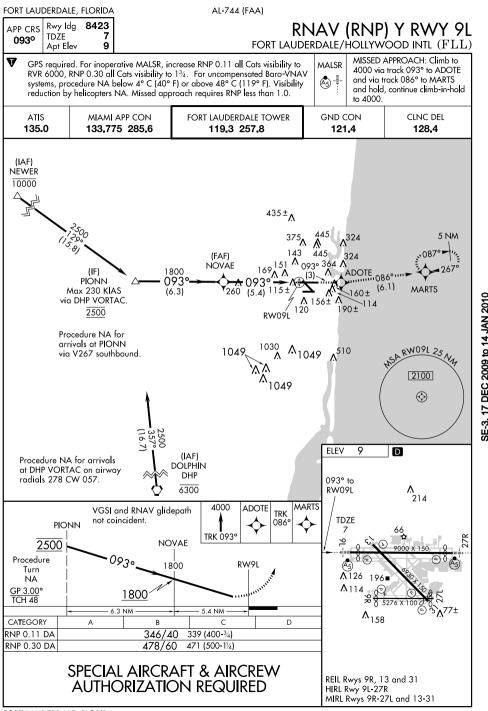


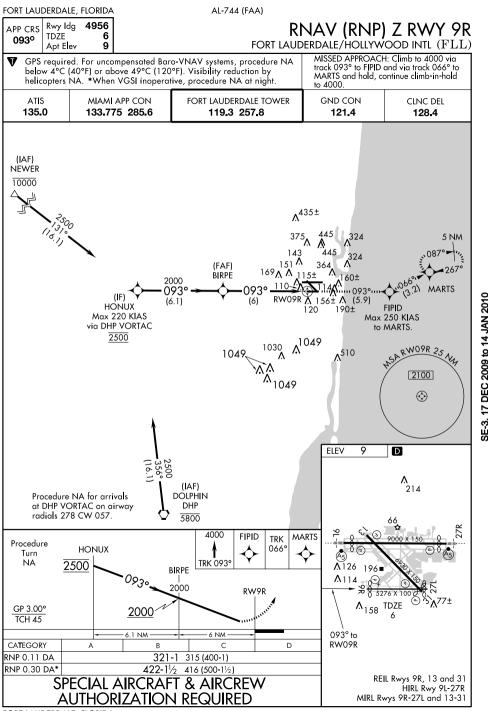


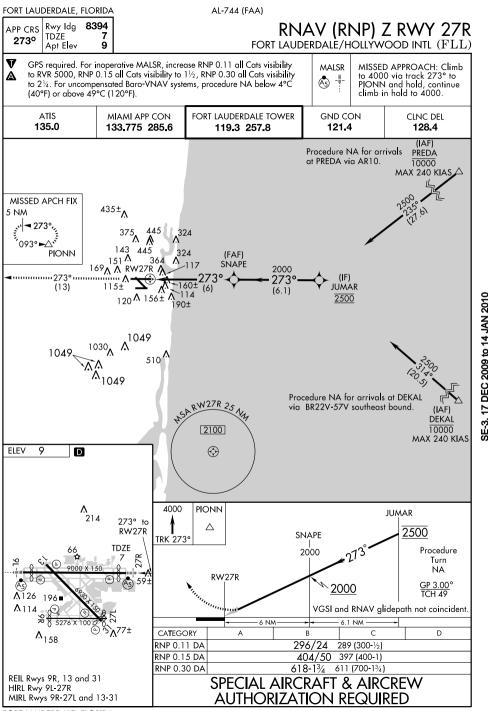


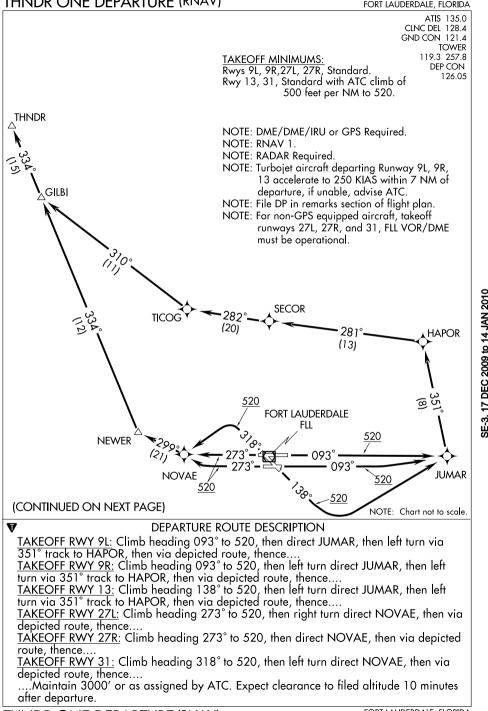












I HINDRONE DEPARTURE (RINAV) FORT LAUDERDALE, FLORIDA

# Rwy 9L: Railroad, light pole and antenna on building beginning 469' from DER, 379'

TAKEOFF OBSTACLE NOTES:

left of centerline, up to 43' AGL/47' MSL. Light pole 1332' from DER, 634' right of centerline, 42' AGL/46' MSL. Tree 1977' from DER, 272' right of centerline, 55' AGL/59' MSL. Rwy 9R: Light pole 545' from DER, 335' left of centerline, 27' AGL/41' MSL. Tree 783' from DER, 396' left of centerline, 30' AGL/44' MSL. Antenna on building, fence, light pole, and multiple trees beginning 254' from DER, 133' right of centerline, up to 56' AGL/70' MSL. Rwy 13: Multiple trees beginning 844' from DER, 206' left of centerline, up to

76' AGL/80' MSL. Antenna on building 534' from DER, 431' left of centerline, 11' AGL/20' MSL. Pole 910' from DER, on centerline, 30' AGL/39' MSL. Railroad trees and light poles beginning 563' from DER, 53' right of centerline, up to 81' AGL/ 95' MSL.

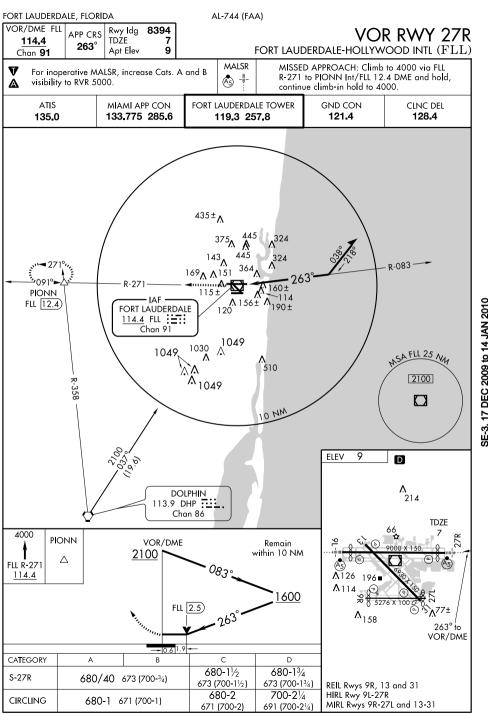
crossing arm 1104' from DER, 14' right of centerline, 42' AGL/56' MSL. Multiple Rwy 27L: Fence 154' from DER, 120' left of centerline, 5' AGL/13' MSL. Road 212' from DER, 80' left of centerline, 11' AGL/20' MSL. Sign, multiple buildings, poles and trees beginning 622' from DER, 227' left of centerline, up to 97' AGL/106' MSL. Bush. multiple light poles, trees, and towers beginning 221' from DER, 41' right of centerline, up to 105' AGL/114' MSL. Rwy 27R: Antenna on building, road, railroad, and sign beginning 262' from DER, 6' left of centerline, up to 37' AGL/46' MSL. Multiple trees beginning 1206' from DER, 279' left of centerline, up to 93' AGL/97' MSL. Road 584' from DER, 557' right of centerline, 24' AGL/33' MSL. Multiple trees beginning 2288' from DER, 848' right

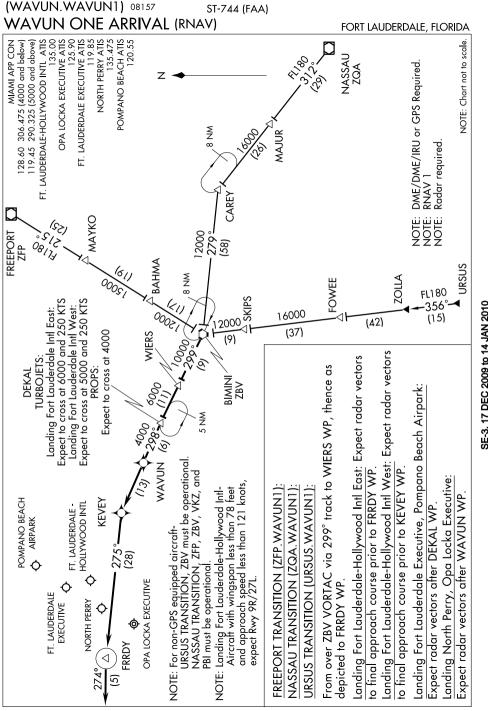
of centerline, up to 103' AGL/112' MSL.

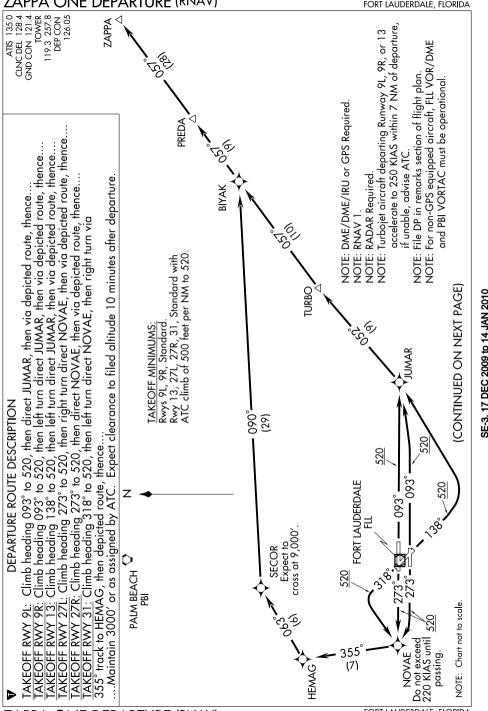
Rwy 31: Rod on tower 299' from DER, 382' left of centerline, 14' AGL/23' MSL. Tree 1332' from DER, 458' left of centerline, 34' AGL/43 MSL. Road 3384' from DER,

711' left of centerline, 84' AGL/94' MSL. Multiple trees and poles beginning 1180' from DER, 405' right of centerline, up to 111' AGL/116' MSL.

SE-3, 17 DEC 2009 to 14 JAN 2010







TAKEOFF OBSTACLE NOTES:

left of centerline, up to 43' AGL/47' MSL. Light pole 1332' from DER, 634' right of centerline, 42' AGL/46' MSL. Tree 1977' from DER, 272' right of centerline, 55' AGL/59' MSL. Rwy 9R: Light pole 545' from DER, 335' left of centerline, 27' AGL/41' MSL. Tree 783' from DER, 396' left of centerline, 30' AGL/44' MSL. Antenna on building, fence, light pole, and multiple trees beginning 254' from DER, 133' right of centerline, up to 56' AGL/70' MSL. Rwy 13: Multiple trees beginning 844' from DER, 206' left of centerline, up to 76' AGL/80' MSL. Antenna on building 534' from DER, 431' left of centerline,

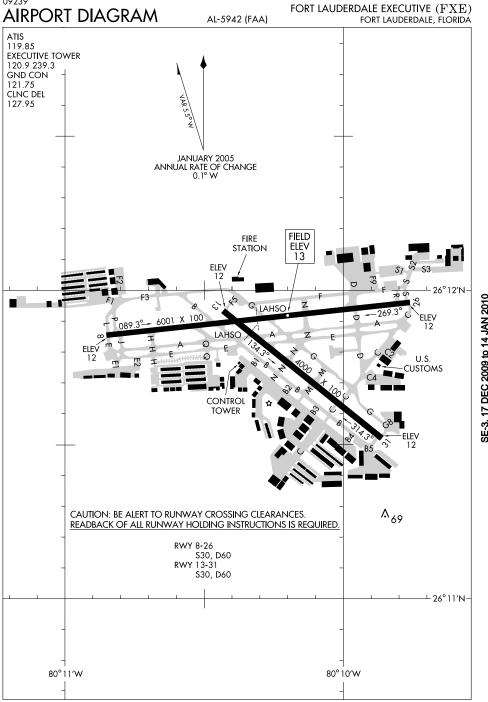
11' AGL/20' MSL. Pole 910' from DER, on centerline, 30' AGL/39' MSL. Railroad crossing arm 1104' from DER, 14' right of centerline, 42' AGL/56' MSL. Multiple trees and light poles beginning 563' from DER, 53' right of centerline, up to 81' AGL/ 95' MSL. Rwy 27L: Fence 154' from DER, 120' left of centerline, 5' AGL/13' MSL. Road 212' from DER, 80' left of centerline, 11' AGL/20' MSL. Sign, multiple buildings, poles and trees beginning 622' from DER, 227' left of centerline, up to 97' AGL/106' MSL. Bush.

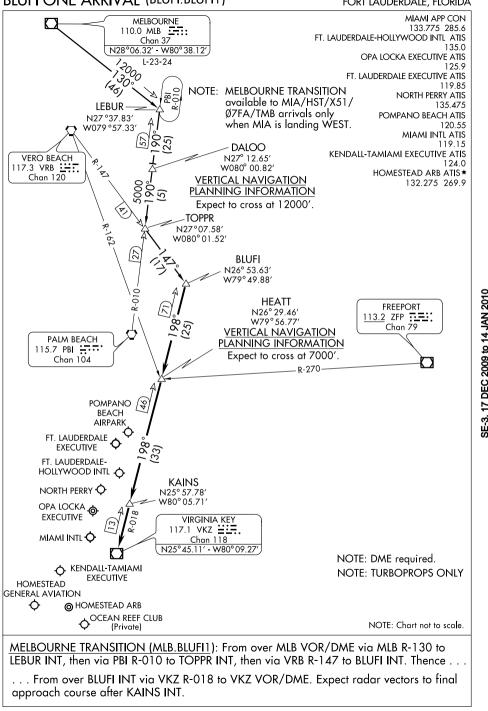
multiple light poles, trees, and towers beginning 221' from DER, 41' right of centerline, up to 105' AGL/114' MSL. Rwy 27R: Antenna on building, road, railroad, and sign beginning 262' from DER, 6' left of centerline, up to 37' AGL/46' MSL. Multiple trees beginning 1206' from DER, 279' left of centerline, up to 93' AGL/97' MSL. Road 584' from DER, 557' right of centerline, 24' AGL/33' MSL. Multiple trees beginning 2288' from DER, 848' right

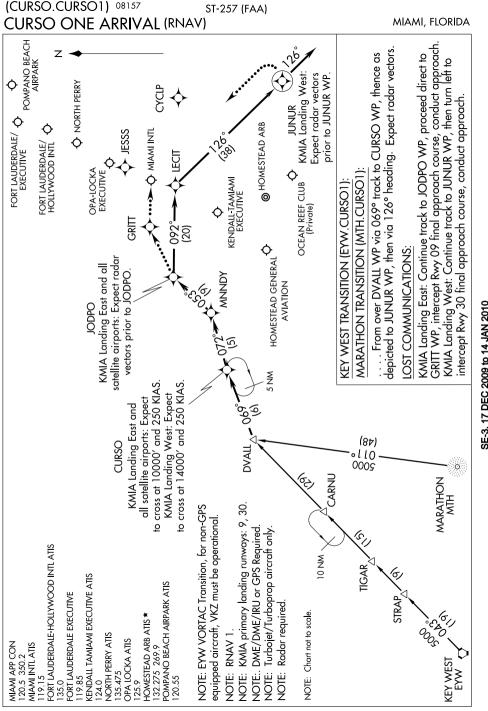
of centerline, up to 103' AGL/112' MSL. Rwy 31: Rod on tower 299' from DER, 382' left of centerline, 14' AGL/23' MSL. Tree

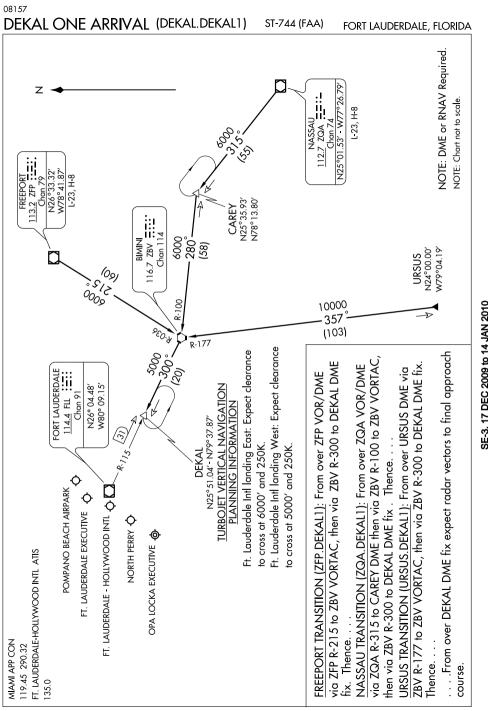
1332' from DER, 458' left of centerline, 34' AGL/43 MSL. Road 3384' from DER, 711' left of centerline, 84' AGL/94' MSL. Multiple trees and poles beginning 1180' from DER, 405' right of centerline, up to 111' AGL/116' MSL.

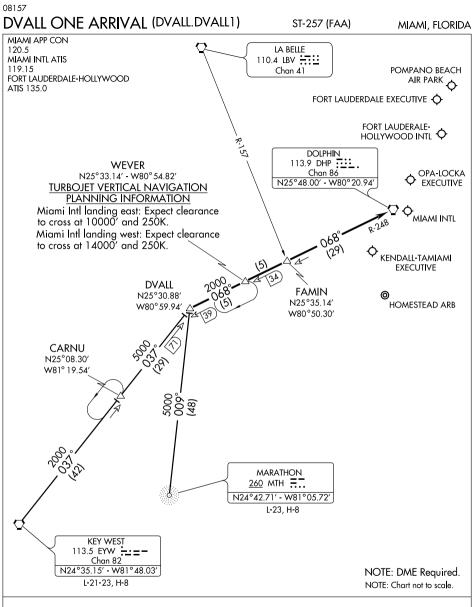
SE-3, 17 DEC 2009 to 14 JAN 2010









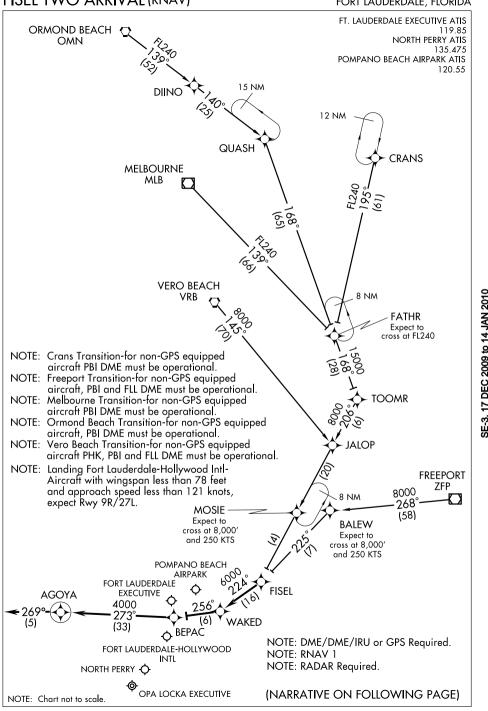


KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037 to DVALL INT. Thence. . . .

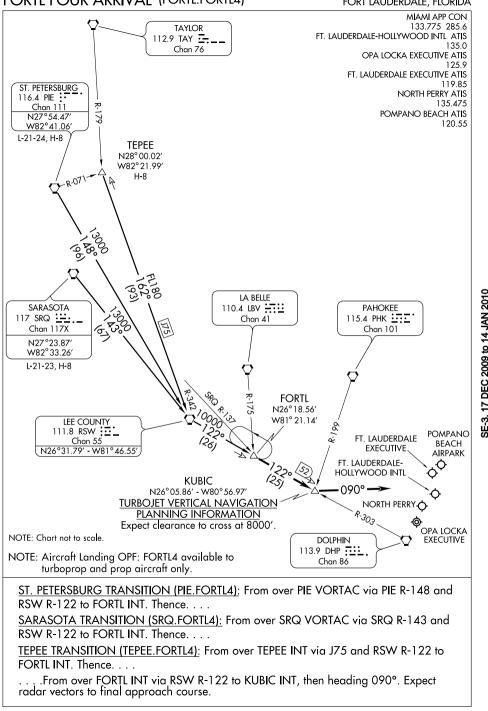
MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . . .

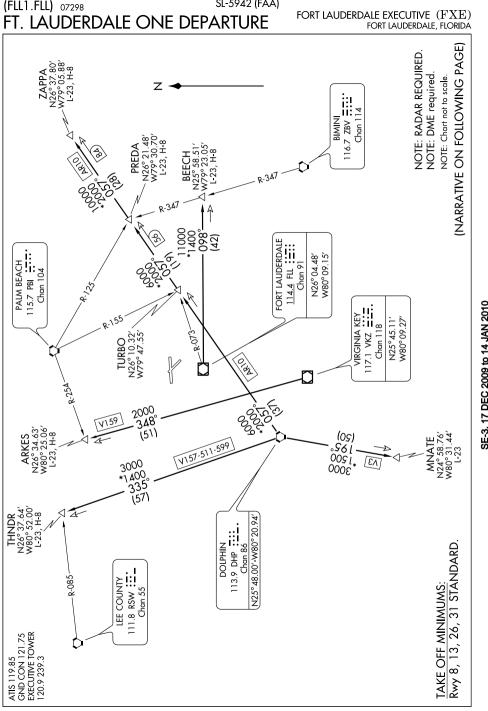
. . . . From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

SE-3, 17 DEC 2009 to 14 JAN 2010



HOLL IVVO ARRIVAL(RIVAV) FORT LAUDERDALE, FLORIDA ARRIVAL ROUTE DESCRIPTION CRANS TRANSITION (CRANS.FISEL2): FREEPORT TRANSITION (ZFP.FISEL2): MELBOURNE TRANSITION (MLB.FISEL2): ORMOND BEACH TRANSITION (OMN.FISEL2): VERO BEACH TRANSITION (VRB.FISEL2): From over FISEL WP via 224° track to WAKED WP, thence as depicted to AGOYA WP. Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to AGOYA WP. Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course after FISEL WP. SE-3, 17 DEC 2009 to 14 JAN 2010 Landing Fort Lauderdale Executive, Pompano Beach Airpark, Opa Locka, North Perry: Expect radar vectors to final approach course prior to WAKED WP.





(FLLI.FLL) 081*57* SL-5942 (FAA) FORT LAUDERDALE EXECUTIVE (FXE) FT. LAUDERDALE ONE DEPARTURE

FORT LAUDERDALE, FLORIDÁ

SE-3, 17 DEC 2009 to 14, IAN 2010

V

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8, 13, 31: Climb on assigned heading. Thence.... TAKE-OFF RUNWAY 26: Climb on assigned heading. If assigned left turn. climb to 600 before turning left. Thence....

....Maintain 2000 or assigned higher altitude and expect radar vectors to appropriate transition. Expect further clearance to filed altitude 10 minutes

ARKES TRANSITION (FLL1.ARKES): Intercept VKZ VOR/DME R-348 to ARKES INT. Then as filed.

BEECH TRANSITION (FLL1.BEECH): From FLL VOR/DME via R-098 to BEECH INT. Then as filed. MNATE TRANSITION (FLL1.MNATE): From over DHP VORTAC via R-195 to MNATE DME fix.

Then as filed.

PREDA TRANSITION (FLL1.PREDA): From over DHP VORTAC via R-057 to PREDA INT. Then as filed. If filed via BR70V, expect radar vector to filed route after PREDA. If radio contact is not

THNDR TRANSITION (FLL1.THNDR): From over DHP VORTAC via DHP R-335 to THNDR INT. Then as filed.

established by PREDA, turn right heading 120° and join filed route.

from DER, 47' right of centerline, 150' AGL/159' MSL.

ZAPPA TRANSITION (FLL1.ZAPPA): Intercept DHP VORTAC R-057 to ZAPPA. Then as filed.

147' MSL.

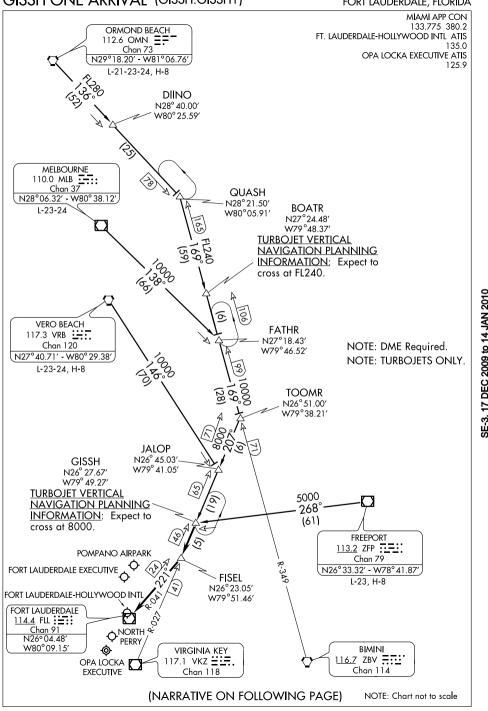
after departure.

TAKE-OFF OBSTACLES NOTE: Rwy 8: Tree 1905' from DER, 482' right of centerline, 80' AGL/89' MSL. Building 4721'

NOTE: Rwy 13: Hangar 252' from DER, 302' right of centerline, 29' AGL/39' MSL. Lt pole 634' from DER, 354' left of centerline, 44' AGL/54' MSL. Tree 808' from DER, 166' right of centerline, 29' AGL/39' MSL. Tree 2237 from DER, 258' right of centerline, 91' AGL/101' MSL. Ant on TWR 5130' from DER, 1825 right of centerline, 137' AGL/

NOTE: Rwy 26: Multiple trees beginning 2041' from DER, 256' left of centerline, up to 106' AGL/116' MSL. 6 towers 2.3 NM from DER, 5031' left of centerline, 399' AGL/409' MSL.

NOTE: Rwy 31: Multiple trees beginning 704' from DER, 263' right of centeline, up to 71' AGL/81' MSL.

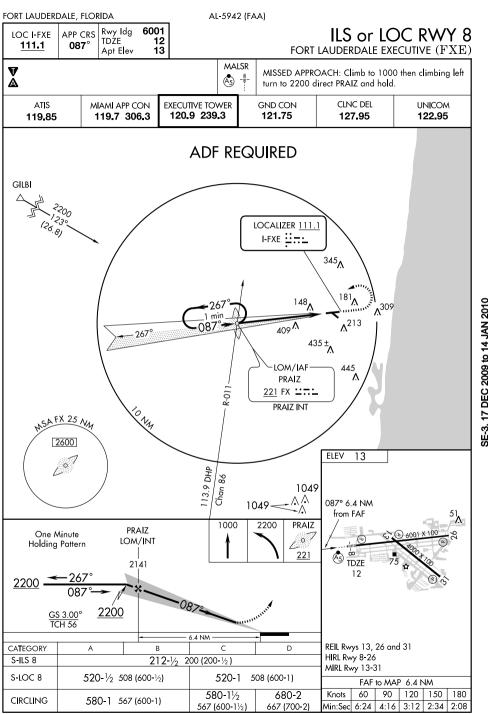


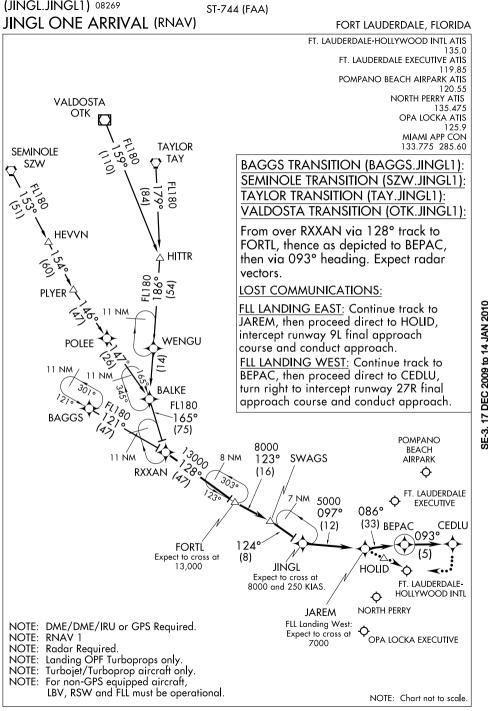
### ARRIVAL DESCRIPTION FREEPORT TRANSITION (ZFP.GISSH1): From over ZFP VOR/DME via ZFP R-268 to GISSH. Thence . . . . MELBOURNE TRANSITION (MLB.GISSH1): From over MLB VORTAC via MLB R-138 to FATHR, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . . ORMOND BEACH TRANSITION (OMN.GISSH1): From over OMN VORTAC via OMN R-136 to QUASH, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH Thence VERO BEACH TRANSITION (VRB.GISSH1): From over VRB VORTAC via VRB R-146 to JALOP, then via VKZ R-027 to GISSH. Thence . . . .

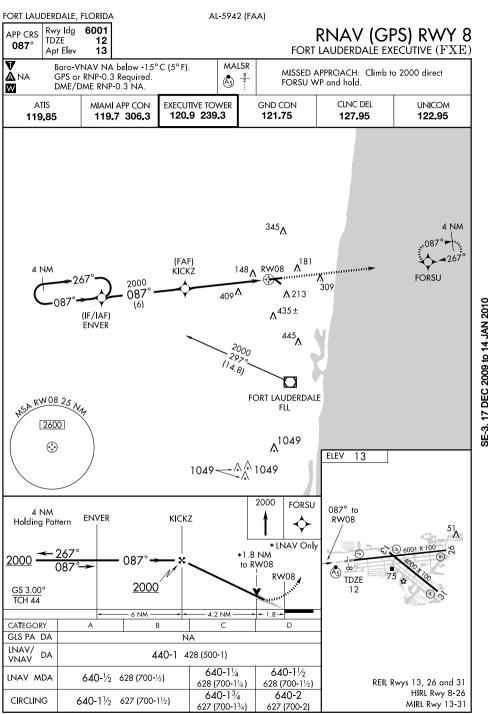
GISSIT CINE ARRIVAL (CISSITICISSITI)

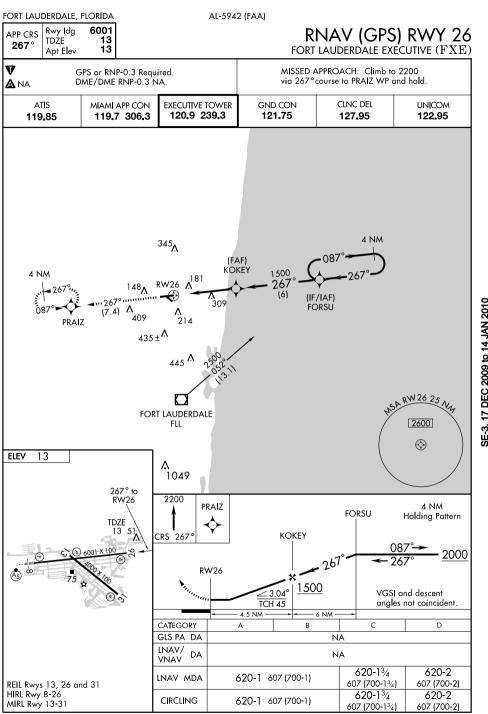
. . . . From over GISSH INT via VKZ R-027 to FISEL INT, then via FLL R-041, expect radar vectors to final approach course.

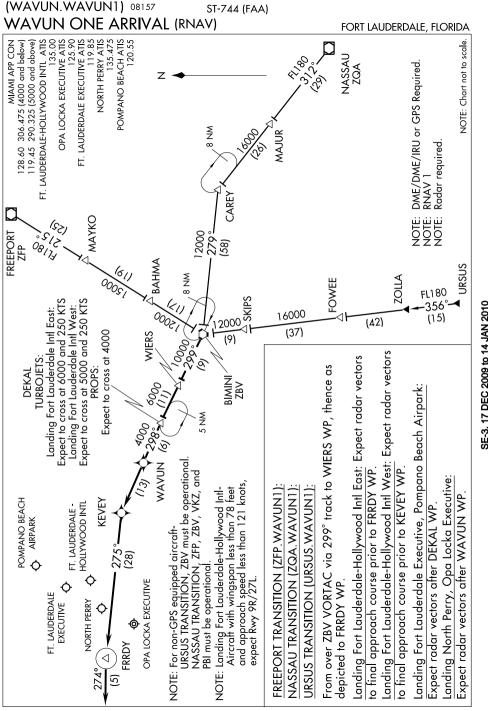
FORT LAUDERDALE, FLORIDA

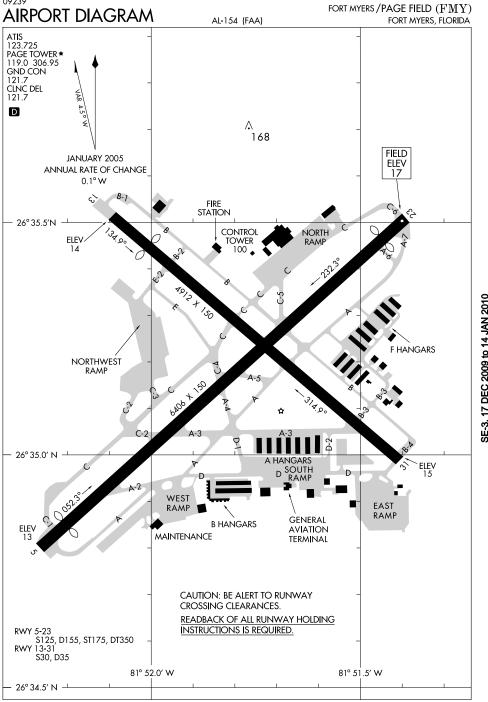












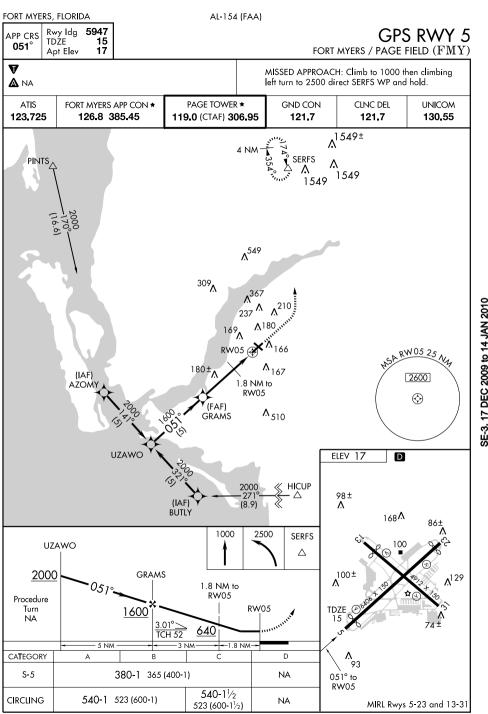
(CSHEL3.CSHEL) 09351 SL-154 (FAA) FORT MYERS/PAGE FIELD (FMY) CSHEL THREE DEPARTURE (RNAV) FORT MYERS, FLORIDA ATIS 123.725 **ORLANDO** CLNC DEL ORL 121.7 LAKELAND GND CON NOTE: RADAR required. 121.7 NOTE: DME/DME/IRU or GPS Required. LAL PAGE TOWER ★ NOTE: RNAV 1. 119.0 (CTAF) 306.95 NOTE: For Turbojet aircraft only. FORT MYERS DEP CON★ 126.8 385.45 NOTE: For non-GPS equipped aircraft LAL, LBV, RSW, and SRQ DME's must be operational. **PULEC** TAKEOFF OBSTACLES: Rwy 5: Bush, train and multiple trees beginning 81' from DER, 52' right of centerline, up to 73' AGL/90' MSL. Multiple antennas and trees beginning 330' from DER, 81' left of centerline, up to 70' AGL/86' MSL. JUNLO Rwy 13: Bush, road, buildings and multiple trees beginning 66' from DER, 138' right of centerline, up to 52' AGL/66' MSL. Rod on light pole 306' from DER, 375' right of centerline, up to 22' AGL/37' MSL. Trees 644' from DER, 375' right of centerline, up to 72' AGL/87' MSL. Fence 241' from DER, 138' left of centerline, 10' AGL/ 24' MSL. OL on bldg 829' from DER, **CSHEL** 447' left of centerline, 34' AGL/48' MSL. Rwy 23: Sign, concrete pole, OL on pole, tree and antenna beginning 98' from DER, 95' right of centerline, up 36' AGL/49' MSL. Vehicles, concrete pole, OL on pole and trees beginning 288' from DER, 8' left of centerline, up to 62' AGL/75' MSL. Rwy 31: Concrete pole, power poles, light poles, floodlights, vehicles, trees, antenna towers and bridge beginning 5' from DER, 285' right of centerline, up to 113' AGL/126' MSL. Power poles, concrete pole and trees beginning 67' from DER, 235' left of TAKEOFF MINIMUMS centerline, up to 74' AGL/88' MSL. Rwy 5, 13, 23, 31: Standard. NOTE: Chart not to scale. DEPARTURE ROUTE DESCRIPTION TAKEOFF ALL RUNWAYS: Climb on assigned heading for radar vectors to CSHEL, then via depicted route to PULEC, thence....

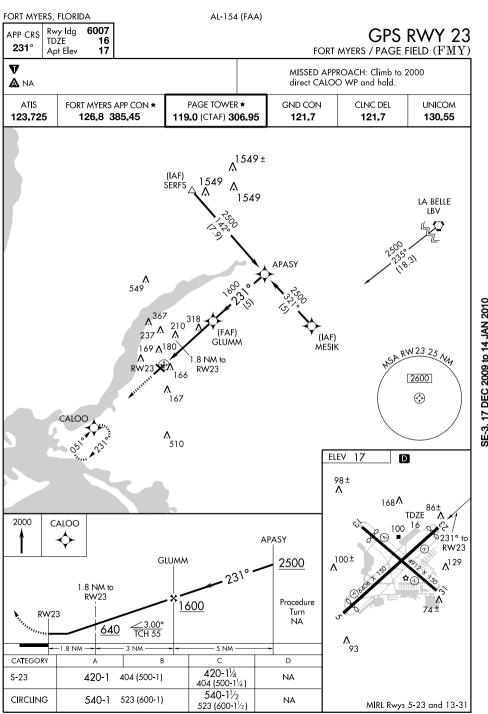
SE-3, 17 DEC 2009 to 14, IAN 2010

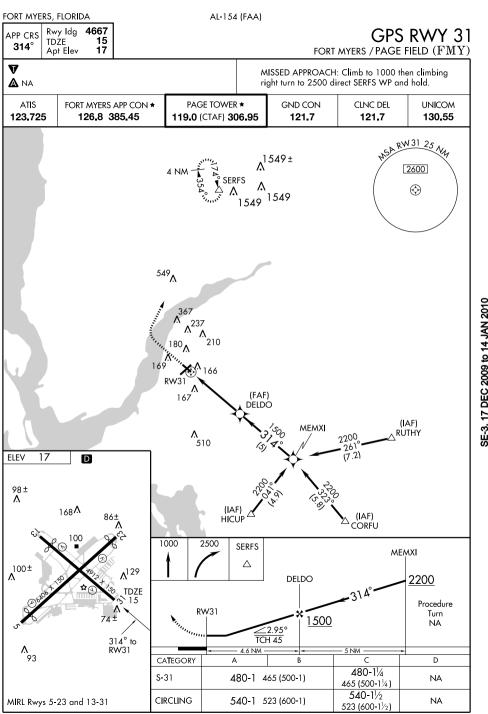
....via (transition). Maintain 4000 or as assigned by ATC, expect filed altitude/flight

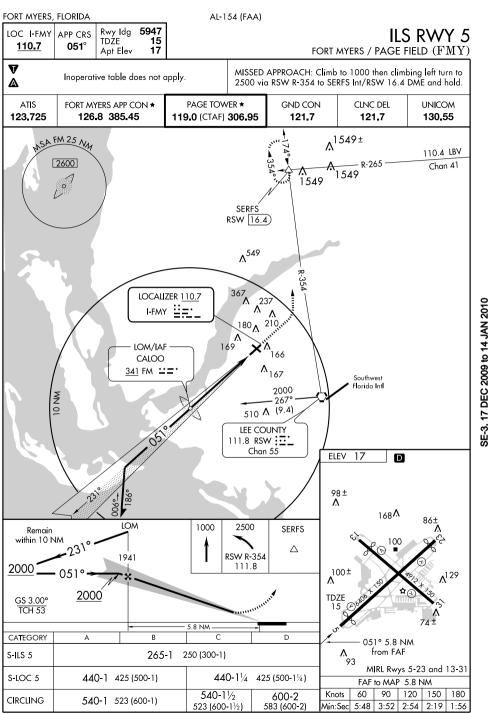
level 10 minutes after departure. LAKELAND TRANSITION (CSHEL3.LAL):

ORLANDO TRANSITION (CSHEL3.ORL):







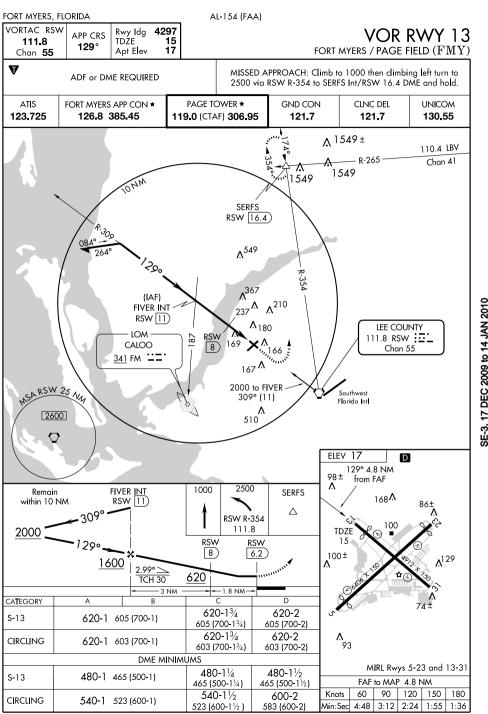


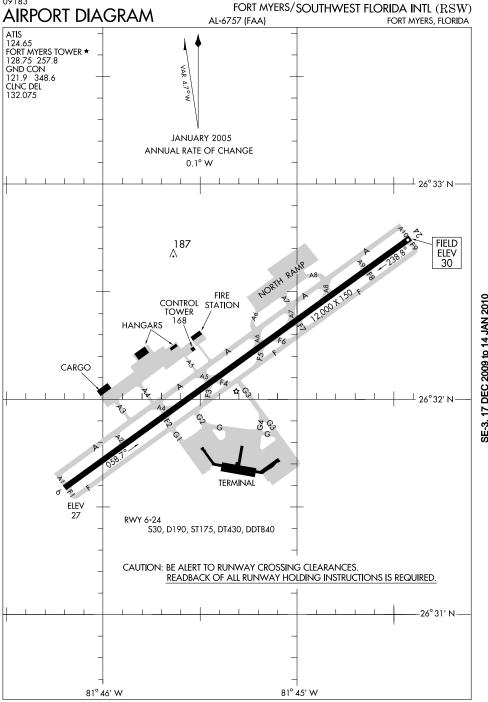
(JOSFF.JOSFF3) 08325 JOSFF THREE ARRIVAL ST-154 (FAA) FORT MYERS, FLORIDA SEMINOLE FORT MYERS APP CON ★ 117.5 SZW ::-.· 125.15 306.2 PAGE FIELD ATIS Chan 122 123.725 N30°33 37' SOUTHWEST FLORIDA ATIS ★ W84° 22.44′ CROSS CITY 124.65 L-21-22, H-8 112.0 CTY **Ξ**: **TAYLOR** Chan 57 1129 TAY 85 Chan 76 **SWABE** N28°35.27′ W83°06.52' HILTI 85°-(35) N28°00.06' - W83°08.58' **TEPEE** TURBOJET VERTICAL NAVIGATION N28°00.02' PLANNING INFORMATION W82°21.99′ Expect to cross at or below FL290. R-071 H-8 NOTE: TEPEE Transition for non-turbojet aircraft ST. PETERSBURG 116.4 PIE Chan 111 28) N27°54.47′ - W82°41.06′ L-21-24, H-8 SE-3, 17 DEC 2009 to 14, IAN 2010 TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION 124 Expect to cross at FL270. A-018 SARASOTA **GASPR** 117.0 SRQ 🗓 N27°31.53′ W83°10.24′ 12000 Chan 117 JOSFF . 20<sub>00</sub> N27°24.42′ - W82°33.82′ N27°01.59′ 1378 W82° 27.95′ LA BELLE (48j 110.4 LBV :-: Chan 41 LEE COUNTY 111.8 RSW :... Chan 55 4> R-311. **JEVES** N26° 54.08′ R-267 W82°21.98′ PAGE FIELD **TYNEE** N26° 47.84′ - W82° 17.04′ TURBOJET VERTICAL NAVIGATION SOUTHWEST FLORIDA INTL PLANNING INFORMATION **PASTR** Expect to cross at 11000'. N26°26.42' W82°00.16' **CYPRESS** 108.6 CYY **ΞΞΞ** NOTE: DME Required. Chan 23 (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

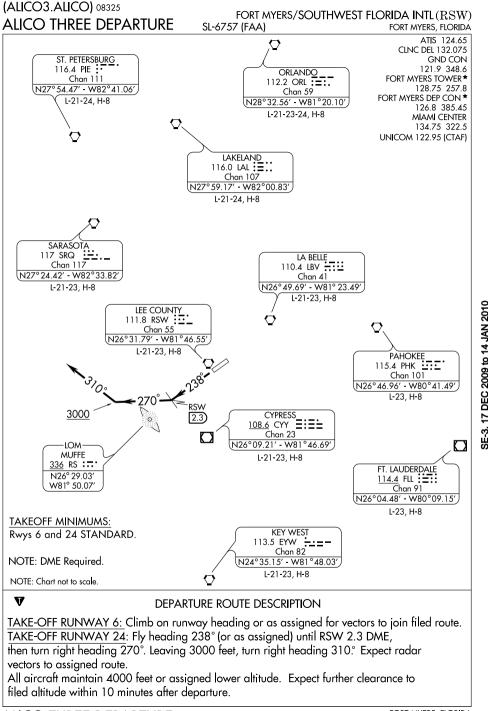
(SHFTY.SHFTY2) 09351 ST-154 (FAA) SHFTY TWO ARRIVAL (RNAV) FORT MYERS, FLORIDA **⊅** DUNKN FORT MYERS APP CON ★ AIMA 126.8 385.45 **AMG** PAGE FIELD ATIS 123.725 SOUTHWEST FLORIDA INTL ATIS ★ 124.65 **CYNTA** ALMA TRANSITION (AMG.SHFTY2): **BOCAP** DUNKN TRANSITION (DUNKN.SHFTY2): 11 NM HIBAC TRANSITION (HIBAC.SHFTY2): HIBAC From over SHFTY via 183° track to WRTRS, then via 161° track to MAZZY, then via **HEPOX** 161° track to MOEMO, then via 160° track to LBV VORTAC, thence.... Landing RSW Rwy 6 and FMY: From over WOSAK LBV VORTAC via 186° track to IRNIE. 11 NM then via 238° track to WYCOF, then via INPIN Expect to cross 238° track to PONTY, then via 240° at or below FL270. heading. Expect radar vectors. Landing RSW Rwy 24: From over LBV VORTAC via 228° heading. Expect VALCH LOOOU radar vectors. Expect to cross at FL240. CRMIN Landing APF: From over LBV VORTAC via 186° track to IRNIE, then via 186° track to KOCHE, then via 203° track to COGDL, VERO BEACH then via 229° track to TIOFF, then via **VRB SHFTY** 230° heading. Expect radar vectors. WRTRS Landing MKY: From over LBV VORTAC via 186° track to IRNIE, then via 186° track to KOCHE, then via 203° track to COGDL, then via 200° heading. Expect MAZZY 8 NM radar vectors. MOEMO NOTE: RADAR Required. RSW Landing Rwy 6: NOTE: DME/DME/IRU or Expect to cross at 10000. GPS Required. RSW Landing Rwy 24: Expect to /ASQZ NOTE: RNAV 1. cross at 10000 and 250 KIAS. NOTE: Turbojet/Turboprop LA BELLE aircraft only. LBV RODDF NOTE: For non-GPS equipped aircraft, LBV and RSW WYCOF IRNIE must be operational. PAGE FIELD • SOUTHWEST **KOCHE** FLORIDA INT PONTY-Expect to cross at 4000. NAPLES OGDL MUNI TIOFF Aircraft Landing APF: MARCO ISLAND NOTE: Chart not to scale. Expect radar vectors prior to TIOFF.

SE-3, 17 DEC 2009 to 14, IAN 2010

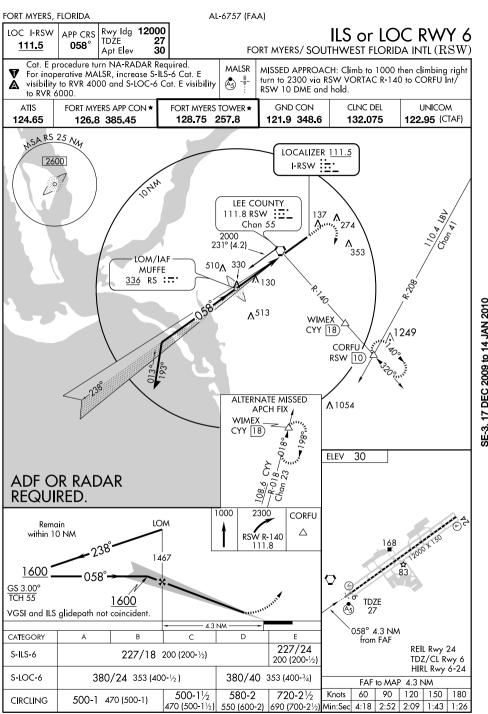
(TYNEE.TYNEE1) 08269 TYNEE ONE ARRIVAL (RNAV) ST-154 (FAA) FORT MYERS, FLORIDA SEMINOLE FORT MYERS APP CON ★ 125.15 306.2 SZW PAGE FIELD ATIS 123.725 SOUTHWEST FLORIDA ATIS ★ 124.65 **HEVVN** BAGGS TRANSITION (BAGGS.TYNEE1): CODGR TRANSITION (CODGR.TYNEE1): FRZBE TRANSITION (FRZBE.TYNEE1): PLYER SEMINOLE TRANSITION (SZW.TYNEE1): From over TYNEE via 149° track to PASTR, thence.... 11 NM Landing RSW Rwy 6: From over PASTR via 107° track to LENPE, then via 107° heading. Expect radar vectors. **EGAME** Landing RSW Rwy 24: From over PASTR via 129° track to LLMER, then via 086° track to SPNKE, then via 058° **OGGER** track to COOPR, then via 058° heading. Expect radar Expect to cross vectors. at FL270. Landing FMY: From over TYNEE via 149° heading. 11 NM Expect radar vectors. LOST COMMUNICATIONS: HODAF SE-3, 17 DEC 2009 to 14, IAN 2010 RSW Landing Rwy 6: Track to LENPE, intercept approach. CODGR 11 NM 1000 RSW Landing Rwy 24: Track to COOPR, then proceed FL180 direct to NABAC, turn left to intercept Rwy 24 approach. 109°. 1391 11 ŃM FRZBE NOTE: FRZBE Transition, ATC assigned only. JOSFF JEVES 9 NM **LENPE** RSW Landing Rwy 6: Expect to intercept SOUTHWEST approach at LENPE. FLORIDA INTL PAGE FIELD TYNFF -Expect to cross NOTE: RNAV 1. at 11000. (4)NOTE: RADAR Required. NOTE: DME/DME/IRU or GPS Required. **PASTR** NOTE: Turbojet/Turboprop aircraft only. NOTE: SZW or FRZBE Transition to COOPR: For non-GPS NABAC equipped aircraft VRB and CYY must be operational. **SPNKE** NOTE: SZW or FRZBE Transition to LENPE: For non-GPS COOPR equipped aircraft VRB must be operational. Expect to cross LLMER NOTE: CODGR Transition to COOPR: For non-GPS equipped at 4000. Expect to cross aircraft PIE, VRB, and CYY must be operational. at 5000. NOTE: CODGR Transition to LENPE: For non-GPS equipped aircraft PIE and VRB must be operational. NOTE: BAGGS Transition to COOPR: For non-GPS equipped aircraft CYY and RSW must be operational. NOTE: Chart not to scale.



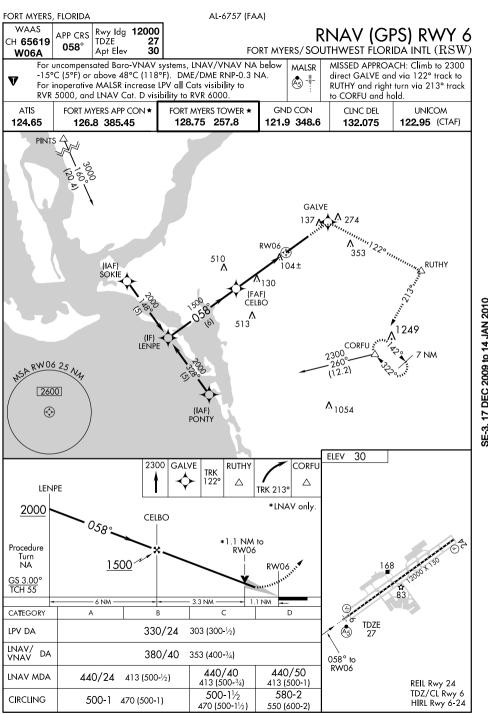


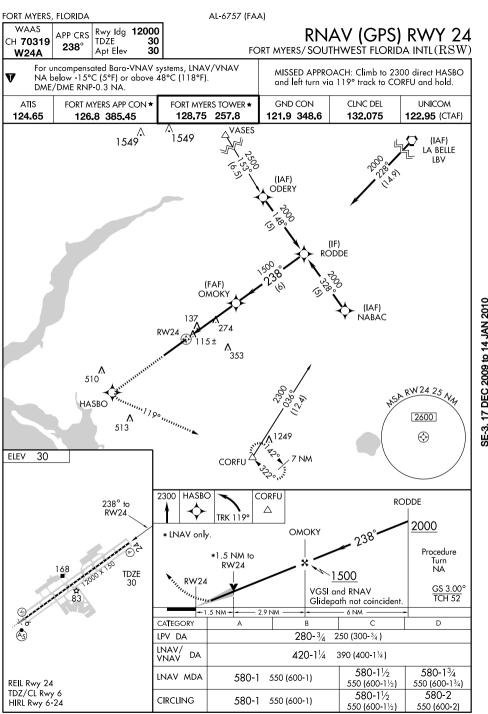


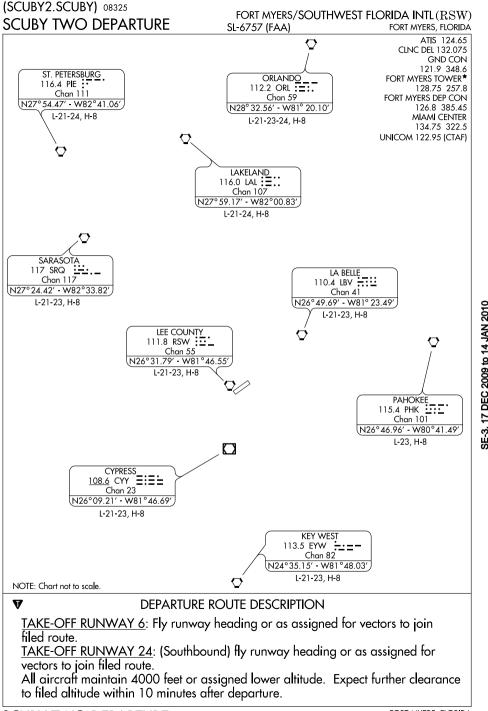
(CSHEL3.CSHEL) 09351 SL-6757 (FAA) FORT MYERS/ SOUTHWEST FLORIDA INTL (RSW) CSHEL THREE DEPARTURE (RNAV) FORT MYERS, FLORIDA ATIS LAKELAND ORIANDO 124.65 LAL ORI CINC DEL 132.075 GND CON 121.9 348.6 FORT MYERS TOWER★ 128.75 257.8 FORT MYERS DEP CON★ TAKEOFF MINIMUMS 126.8 385.45 Rwy 6, 24: Standard with ATC climb UNICOM **PULEC** of 500' per NM to 540. 122.95 (CTAF) NOTE: RADAR required. NOTE: DME/DME/IRU or GPS Required. NOTE: RNAV 1. NOTE: For Turbojet aircraft only. JUNIO NOTE: Takeoff Rwy 24 - For non-GPS equipped aircraft LBV and RSW DME's must be operational. NOTE: Takeoff Rwy 6 - For non-GPS equipped aircraft LAL, LBV, RSW, and SRQ DME's must be operational. SE-3, 17 DEC 2009 to 14, IAN 2010 CSHEL TAKEOFF OBSTACLES: Rwy 6: Trees beginning 1398' from DER, 582' left of centerline, up to 84' AGL/104' MSL. Trees beginning 1763' from DER, 860' right of centerline, up to 95' AGL/115' MSL. Rwy 24: Tree 1692' from DER, 916' right OSBY of centerline, 78' AGL/98' MSL. 0588 WITAR SNOKE MAPUI NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKEOFF RUNWAY 6: Climb heading 058° or as assigned by ATC to 540. Expect vectors to CSHEL, then via depicted route to PULEC, thence.... TAKEOFF RUNWAY 24: Climb heading 238° to 540, then direct MAPUL, then climb via 270° track to SNOKE, then right turn direct WITAR, then via depicted route to PULEC, thence.... ...via (transition). Maintain 4000 or as assigned by ATC, expect filed altitude/flight level 10 minutes after departure. LAKELAND TRANSITION (CSHEL3.LAL): ORLANDO TRANSITION (CSHEL3.ORL):



(JOSFF.JOSFF3) 08325 JOSFF THREE ARRIVAL ST-154 (FAA) FORT MYERS, FLORIDA SEMINOLE FORT MYERS APP CON ★ 117.5 SZW ::-.· 125.15 306.2 PAGE FIELD ATIS Chan 122 123.725 N30°33 37' SOUTHWEST FLORIDA ATIS ★ W84° 22.44′ CROSS CITY 124.65 L-21-22, H-8 112.0 CTY **Ξ**: **TAYLOR** Chan 57 1129 TAY 85 Chan 76 **SWABE** N28°35.27′ W83°06.52' HILTI 85°-(35) N28°00.06' - W83°08.58' **TEPEE** TURBOJET VERTICAL NAVIGATION N28°00.02' PLANNING INFORMATION W82°21.99′ Expect to cross at or below FL290. R-071 H-8 NOTE: TEPEE Transition for non-turbojet aircraft ST. PETERSBURG 116.4 PIE Chan 111 28) N27°54.47′ - W82°41.06′ L-21-24, H-8 SE-3, 17 DEC 2009 to 14, IAN 2010 TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION 124 Expect to cross at FL270. A-018 SARASOTA **GASPR** 117.0 SRQ 🗓 N27°31.53′ W83°10.24′ 12000 Chan 117 JOSFF . 20<sub>00</sub> N27°24.42′ - W82°33.82′ N27°01.59′ 1378 W82° 27.95′ LA BELLE (48j 110.4 LBV :-: Chan 41 LEE COUNTY 111.8 RSW :... Chan 55 4> R-311. **JEVES** N26° 54.08′ R-267 W82°21.98′ PAGE FIELD **TYNEE** N26° 47.84′ - W82° 17.04′ TURBOJET VERTICAL NAVIGATION SOUTHWEST FLORIDA INTL PLANNING INFORMATION **PASTR** Expect to cross at 11000'. N26°26.42' W82°00.16' **CYPRESS** 108.6 CYY **ΞΞΞ** NOTE: DME Required. Chan 23 (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.



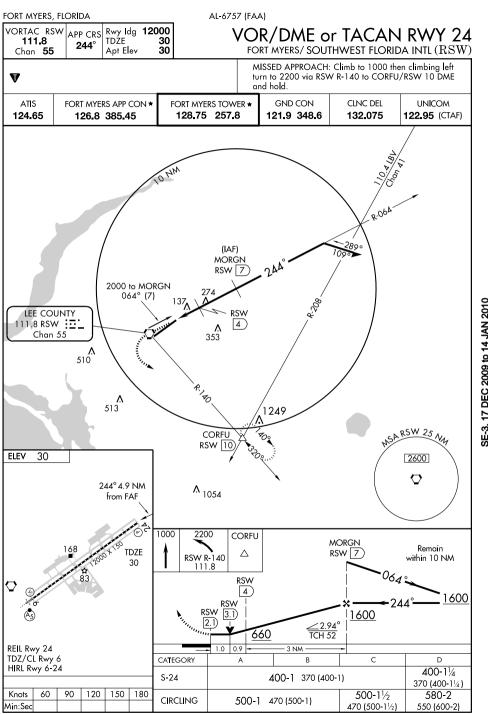


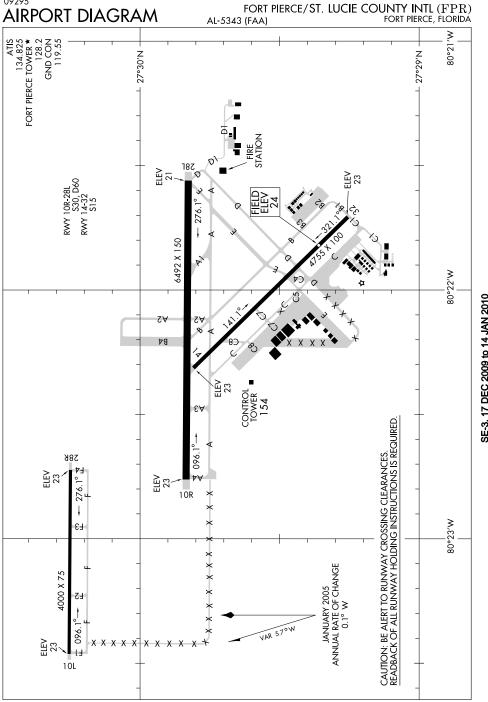


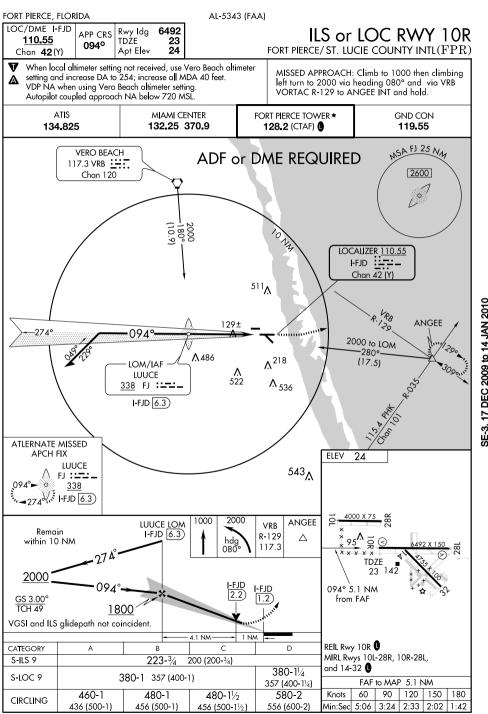
(SHFTY.SHFTY2) 09351 ST-154 (FAA) SHFTY TWO ARRIVAL (RNAV) FORT MYERS, FLORIDA **⊅** DUNKN FORT MYERS APP CON ★ AIMA 126.8 385.45 **AMG** PAGE FIELD ATIS 123.725 SOUTHWEST FLORIDA INTL ATIS ★ 124.65 **CYNTA** ALMA TRANSITION (AMG.SHFTY2): **BOCAP** DUNKN TRANSITION (DUNKN.SHFTY2): 11 NM HIBAC TRANSITION (HIBAC.SHFTY2): HIBAC From over SHFTY via 183° track to WRTRS, then via 161° track to MAZZY, then via **HEPOX** 161° track to MOEMO, then via 160° track to LBV VORTAC, thence.... Landing RSW Rwy 6 and FMY: From over WOSAK LBV VORTAC via 186° track to IRNIE. 11 NM then via 238° track to WYCOF, then via INPIN Expect to cross 238° track to PONTY, then via 240° at or below FL270. heading. Expect radar vectors. Landing RSW Rwy 24: From over LBV VORTAC via 228° heading. Expect VALCH LOOOU radar vectors. Expect to cross at FL240. CRMIN Landing APF: From over LBV VORTAC via 186° track to IRNIE, then via 186° track to KOCHE, then via 203° track to COGDL, VERO BEACH then via 229° track to TIOFF, then via **VRB SHFTY** 230° heading. Expect radar vectors. WRTRS Landing MKY: From over LBV VORTAC via 186° track to IRNIE, then via 186° track to KOCHE, then via 203° track to COGDL, then via 200° heading. Expect MAZZY 8 NM radar vectors. MOEMO NOTE: RADAR Required. RSW Landing Rwy 6: NOTE: DME/DME/IRU or Expect to cross at 10000. GPS Required. RSW Landing Rwy 24: Expect to /ASQZ NOTE: RNAV 1. cross at 10000 and 250 KIAS. NOTE: Turbojet/Turboprop LA BELLE aircraft only. LBV RODDF NOTE: For non-GPS equipped aircraft, LBV and RSW WYCOF IRNIE must be operational. PAGE FIELD • SOUTHWEST **KOCHE** FLORIDA INT PONTY-Expect to cross at 4000. NAPLES OGDL MUNI TIOFF Aircraft Landing APF: MARCO ISLAND NOTE: Chart not to scale. Expect radar vectors prior to TIOFF.

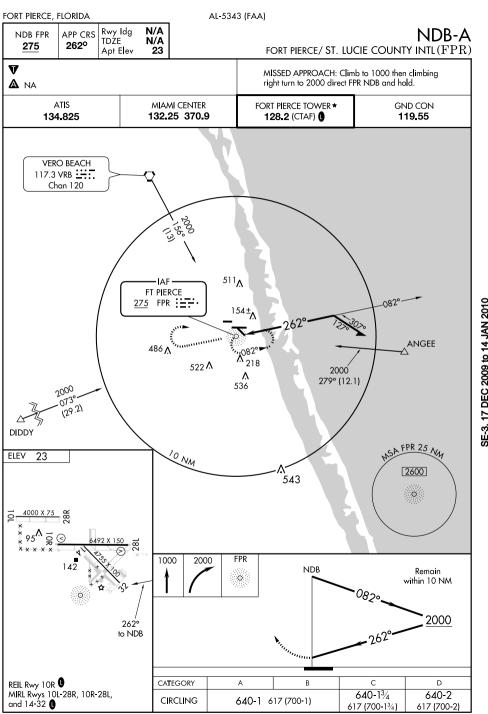
SE-3, 17 DEC 2009 to 14, IAN 2010

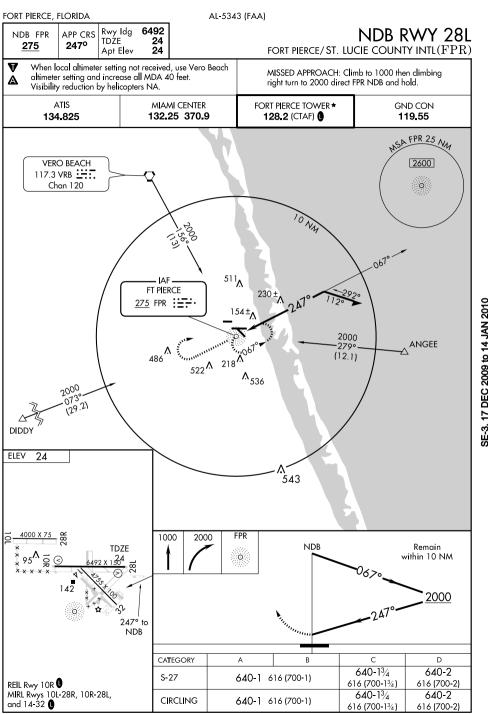
(TYNEE.TYNEE1) 08269 TYNEE ONE ARRIVAL (RNAV) ST-154 (FAA) FORT MYERS, FLORIDA SEMINOLE FORT MYERS APP CON ★ 125.15 306.2 SZW PAGE FIELD ATIS 123.725 SOUTHWEST FLORIDA ATIS ★ 124.65 **HEVVN** BAGGS TRANSITION (BAGGS.TYNEE1): CODGR TRANSITION (CODGR.TYNEE1): FRZBE TRANSITION (FRZBE.TYNEE1): PLYER SEMINOLE TRANSITION (SZW.TYNEE1): From over TYNEE via 149° track to PASTR, thence.... 11 NM Landing RSW Rwy 6: From over PASTR via 107° track to LENPE, then via 107° heading. Expect radar vectors. **EGAME** Landing RSW Rwy 24: From over PASTR via 129° track to LLMER, then via 086° track to SPNKE, then via 058° **OGGER** track to COOPR, then via 058° heading. Expect radar Expect to cross vectors. at FL270. Landing FMY: From over TYNEE via 149° heading. 11 NM Expect radar vectors. LOST COMMUNICATIONS: HODAF SE-3, 17 DEC 2009 to 14, IAN 2010 RSW Landing Rwy 6: Track to LENPE, intercept approach. CODGR 11 NM 1000 RSW Landing Rwy 24: Track to COOPR, then proceed FL180 direct to NABAC, turn left to intercept Rwy 24 approach. 109°. 1391 11 ŃM FRZBE NOTE: FRZBE Transition, ATC assigned only. JOSFF JEVES 9 NM **LENPE** RSW Landing Rwy 6: Expect to intercept SOUTHWEST approach at LENPE. FLORIDA INTL PAGE FIELD TYNFF -Expect to cross NOTE: RNAV 1. at 11000. (4)NOTE: RADAR Required. NOTE: DME/DME/IRU or GPS Required. **PASTR** NOTE: Turbojet/Turboprop aircraft only. NOTE: SZW or FRZBE Transition to COOPR: For non-GPS NABAC equipped aircraft VRB and CYY must be operational. **SPNKE** NOTE: SZW or FRZBE Transition to LENPE: For non-GPS COOPR equipped aircraft VRB must be operational. Expect to cross LLMER NOTE: CODGR Transition to COOPR: For non-GPS equipped at 4000. Expect to cross aircraft PIE, VRB, and CYY must be operational. at 5000. NOTE: CODGR Transition to LENPE: For non-GPS equipped aircraft PIE and VRB must be operational. NOTE: BAGGS Transition to COOPR: For non-GPS equipped aircraft CYY and RSW must be operational. NOTE: Chart not to scale.

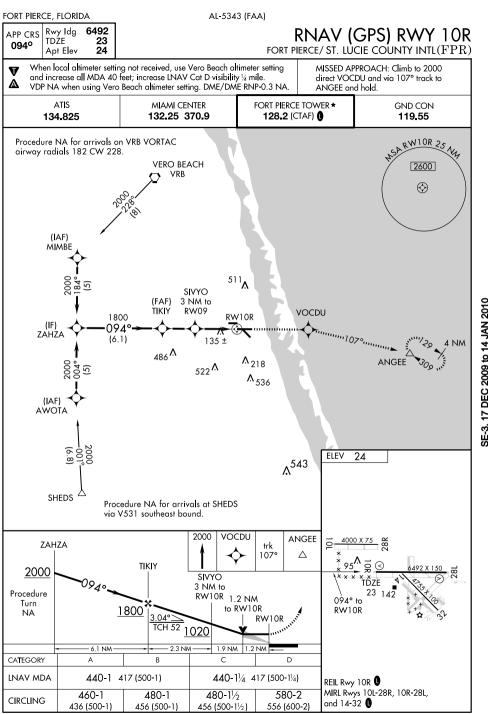






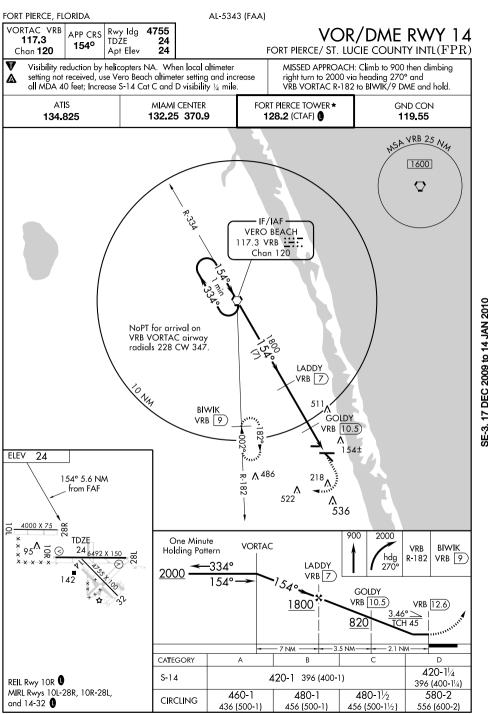


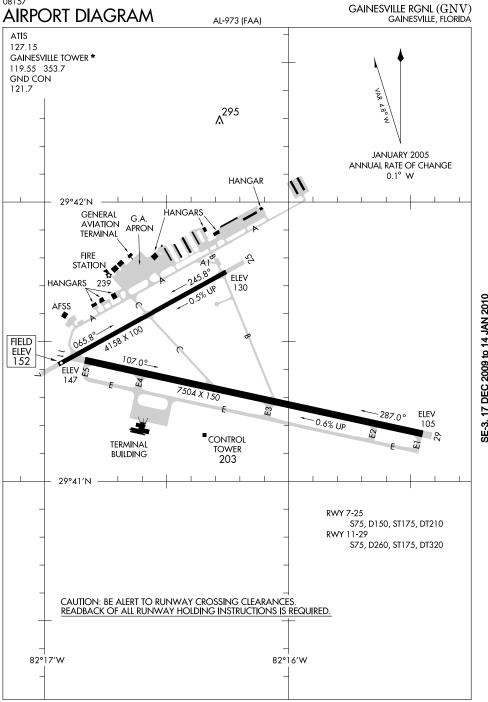


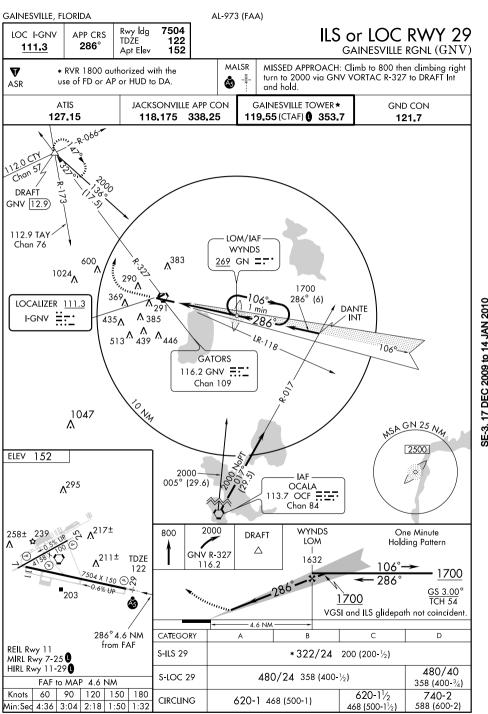


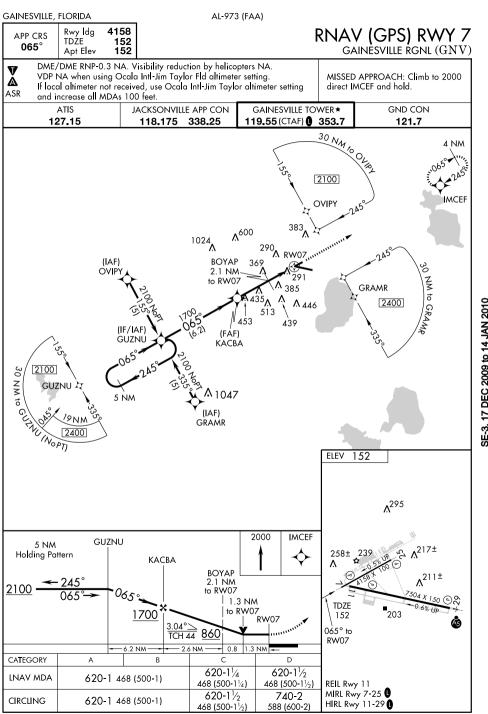
FORT PIERCE, FLORIDA AL-5343 (FAA) WAAS 4755 Rwy Idg RNAV (GPS) RWY 14 APP CRS CH 82508 TDŹE 24 1390 FORT PIERCE / ST. LUCIE COUNTY INTL (FPR) Apt Elev W14A 24 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. MISSED APPROACH: Climb to 2000 When local altimeter setting not received, use Vero Beach altimeter setting direct CILAP and via 092° track to and increase LPV DA to 356; increase LNAV/VNAV DA to 415; Increase ANGEF and hold all MDA 40 feet; Increase LPV and LNAV/VNAV visibility 1/4 mile all Cats; LNAV Cat C visibility 1/4 mile. VDP and Baro-VNAV NA when using Vero Beach altimeter setting. ATIS MIAMI CENTER FORT PIERCE TOWER ★ GND CON 134,825 132.25 370.9 128,2 (CTAF) ( 119.55 VALKA Procedure NA for arrivals at SA RW 14 25 M VALKA via V3 Northbound. 2600 **(** (IAF) KOYEP (IF) POBC 2000 SE-3, 17 DEC 2009 to 14, IAN 2010 (FAF) (IAF) ÓMĎU **RUCYO** 511**^** 200 Procedure NA for arrivals at ۸<sup>486</sup> DIDDY via V267 Southeastbound. 218 DIDDY **ANGEE** 522 **ELEV** 24 Λ CILAP 536 139° to 2000 CILAP **ANGEE** Procedure Turn trk RW14 NA 0920 Δ POBCI **JOMDU** \* LNAV only. 2000 1800 \* 1 NM to 1390 **RW14** RW14 **TDZE** 1800 GS 3.00° TCH 45 6.1 NM -CATEGORY 325-1 301 (400-1) LPV DA LNAV/ DA 384-11/4 360 (400-11/4) VNAV 400-11/4 LNAV MDA 400-1 376 (400-1) 376 (400-11/4) REIL Rwy 10R 0 MIRL Rwys 10L-28R, 10R-28L, 480-1 580-2 460 - 1480-11/2 CIRCLING and 14-32 **0** 436 (500-1) 456 (500-1) 456 (500-11/2) 556 (600-2)

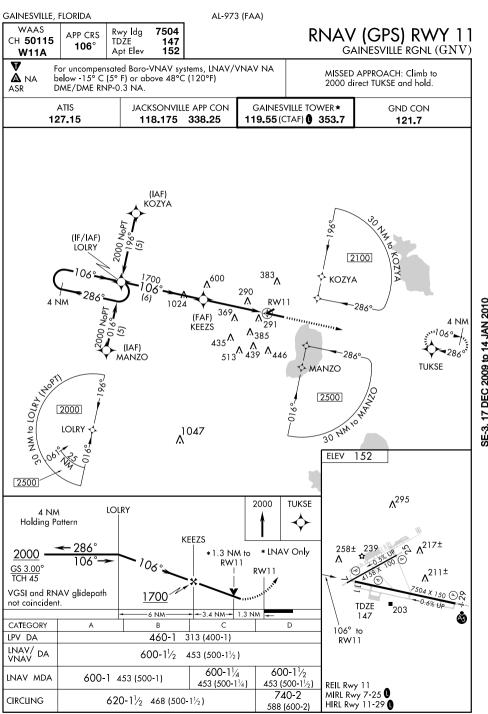
FORT PIERCE, FLORIDA AL-5343 (FAA) Rwy Ida 6492 RNAV (GPS) RWY 28L APP CRS TDŹE 24 260° FORT PIERCE / ST. LUCIE COUNTY INTL (FPR) Apt Elev 24 When local altimeter setting not received, use Vero Beach altimeter setting MISSED APPROACH: Climb to 2000 and increase all MDA 40 feet; increase LNAV Cat C and D visibility ¼ mile. direct WEBKU and via 251° track to Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. AWOTA and hold VDP NA when using Vero Beach altimeter setting. ATIS MIAMI CENTER FORT PIERCE TOWER ★ GND CON 134.825 132.25 370.9 128,2 (CTAF) ( 119.55 Procedure NA for arrivals on VRB VORTAC airway radials 147 CW 164. 2000 VERO BEACH 1040 **VRB** (17.1) (IAF) VOYUT 511**∧** (IF) 1800 BRONG (FAF) 260 YADDU SE-3, 17 DEC 2009 to 14, IAN 2010 (6.2)  $\Lambda^{154\pm}$ WEBKU RW28L ۸<sub>218</sub> (IAF) ۸<sub>536</sub> JUDUD AWOTA RW28L 25 NA ^<sup>543</sup> 2600 ELEV 24 **(** 260° to 2000 **WEBKU** AWOTA RW28L trk **BRONG** 251° YADDU 2000 142 1.1 NM to RW28L Procedure 1800 Turn RW28L NA 3.05° TCH 59 1.1 NM 4.2 NM 6.2 NM -D CATEGORY Α В C 420-11/4 LNAV MDA 420-1 396 (400-1) REIL Rwy 10R 0 396 (400-11/4) MIRL Rwys 10L-28R, 10R-28L, 460-1 480-1 480-11/2 580-2 CIRCLING and 14-32 **0** 556 (600-2) 436 (500-1) 456 (500-1) 456 (500-11/2)

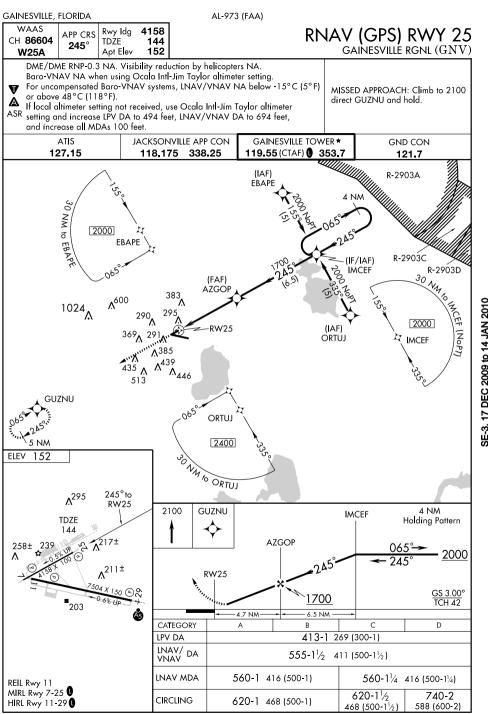


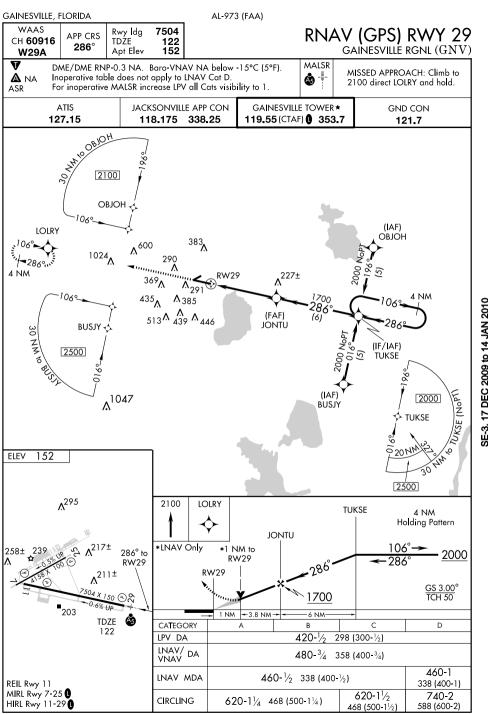


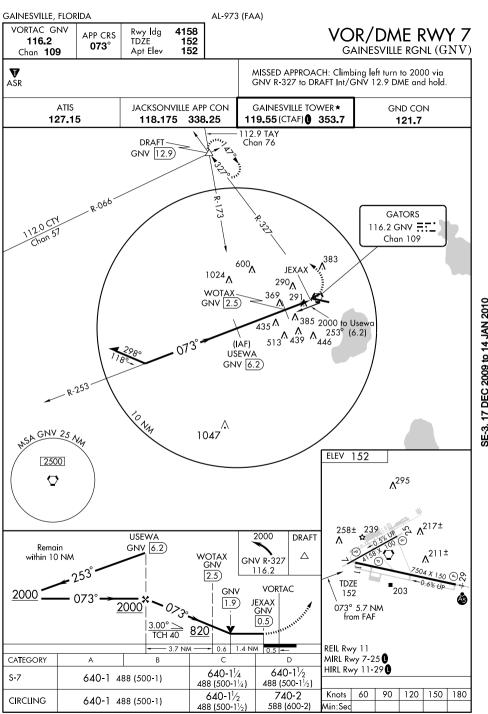


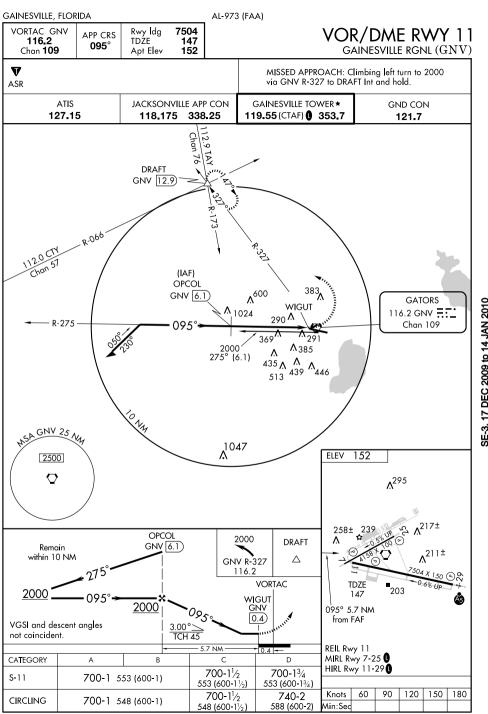


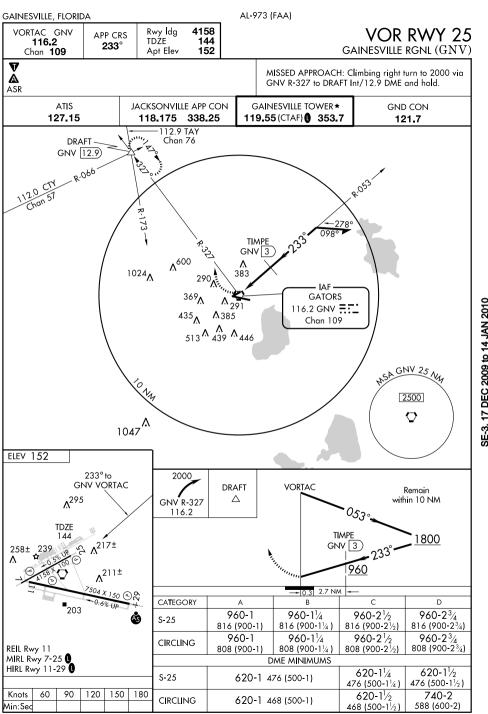


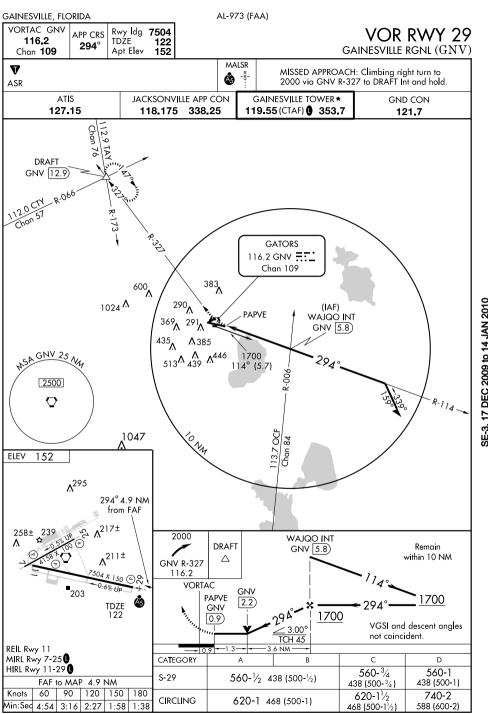


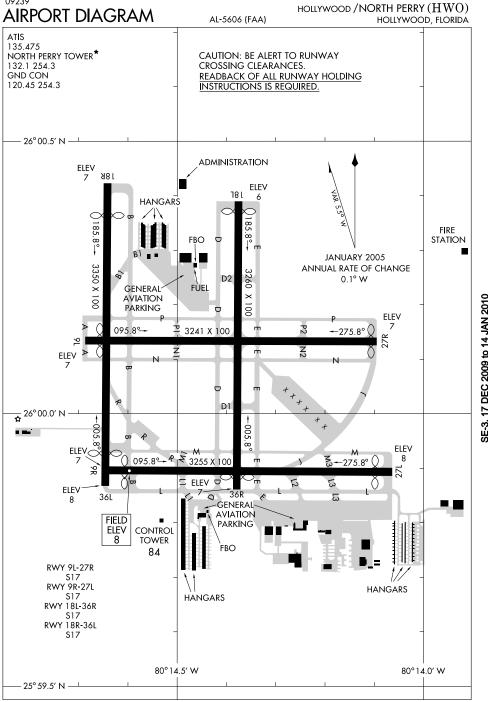


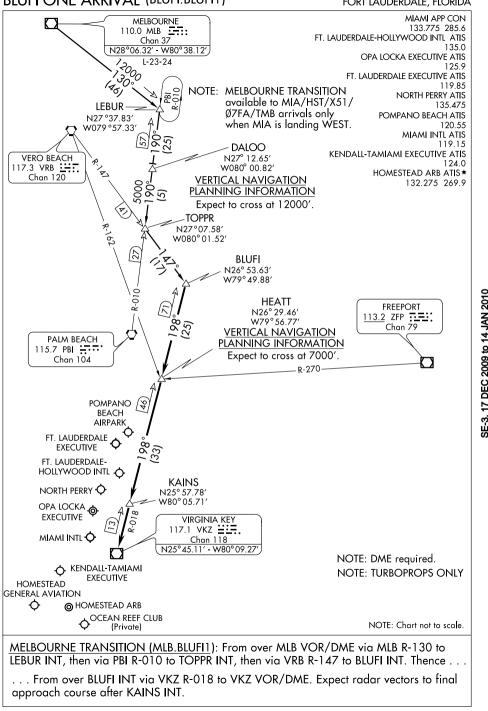


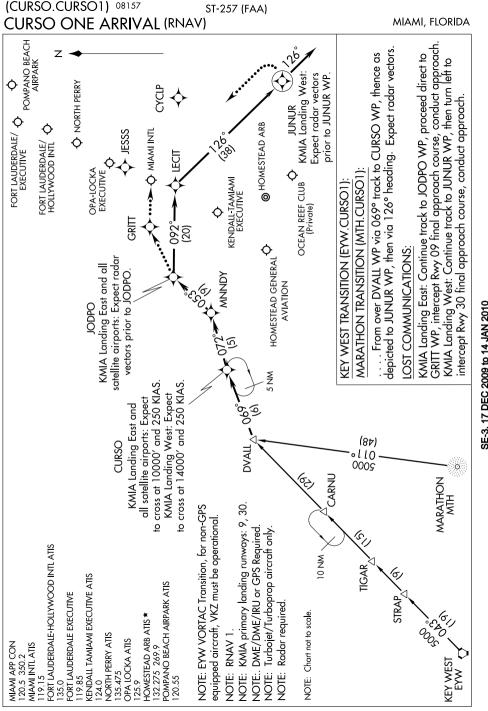


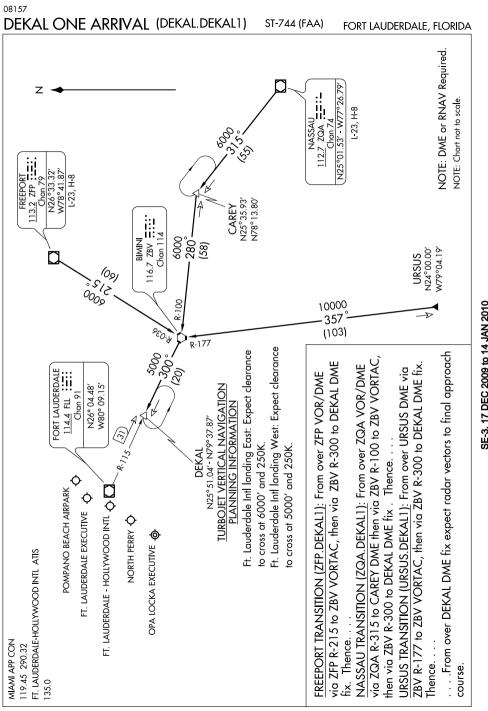


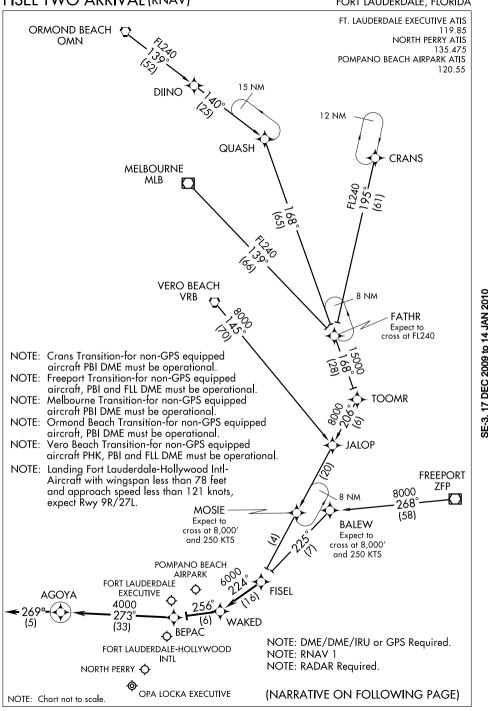




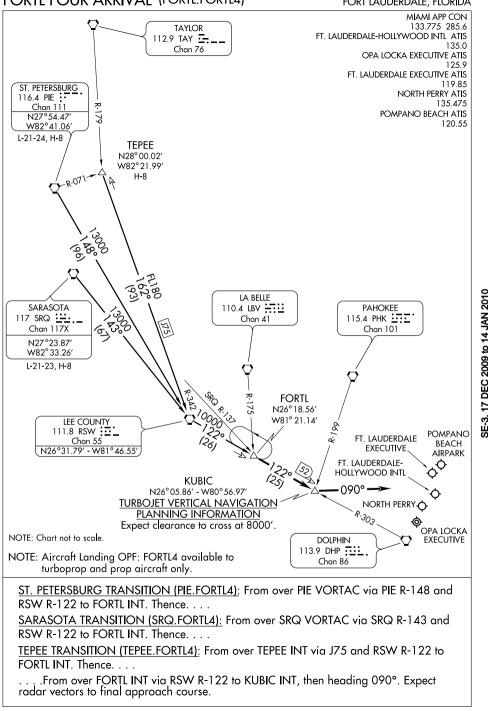


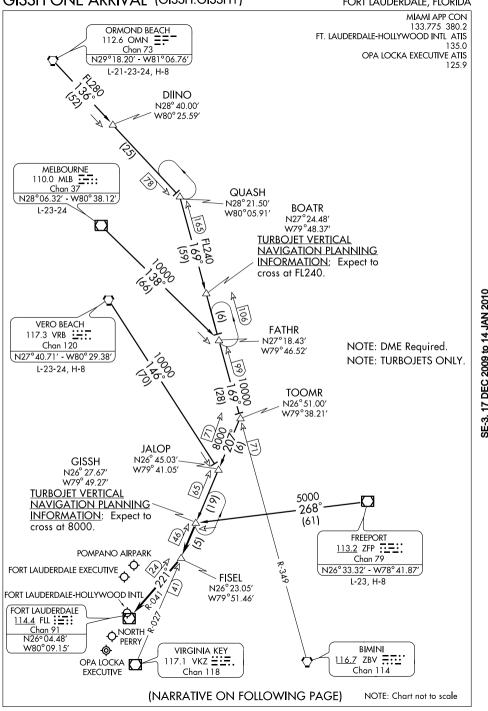






HOLL IVVO ARRIVAL(RIVAV) FORT LAUDERDALE, FLORIDA ARRIVAL ROUTE DESCRIPTION CRANS TRANSITION (CRANS.FISEL2): FREEPORT TRANSITION (ZFP.FISEL2): MELBOURNE TRANSITION (MLB.FISEL2): ORMOND BEACH TRANSITION (OMN.FISEL2): VERO BEACH TRANSITION (VRB.FISEL2): From over FISEL WP via 224° track to WAKED WP, thence as depicted to AGOYA WP. Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to AGOYA WP. Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course after FISEL WP. SE-3, 17 DEC 2009 to 14 JAN 2010 Landing Fort Lauderdale Executive, Pompano Beach Airpark, Opa Locka, North Perry: Expect radar vectors to final approach course prior to WAKED WP.



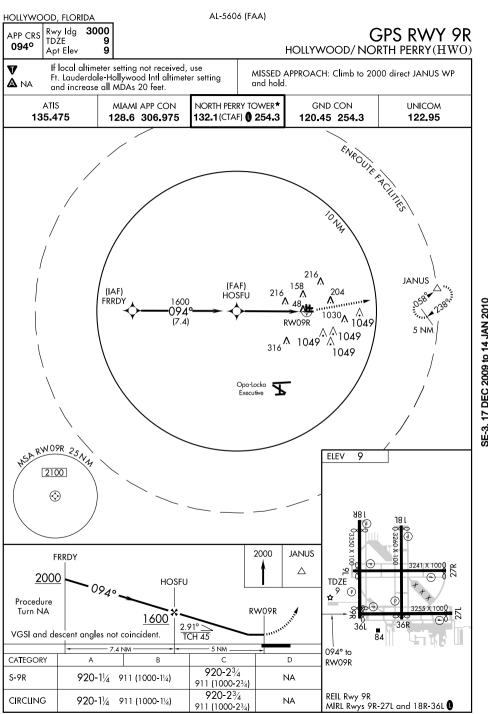


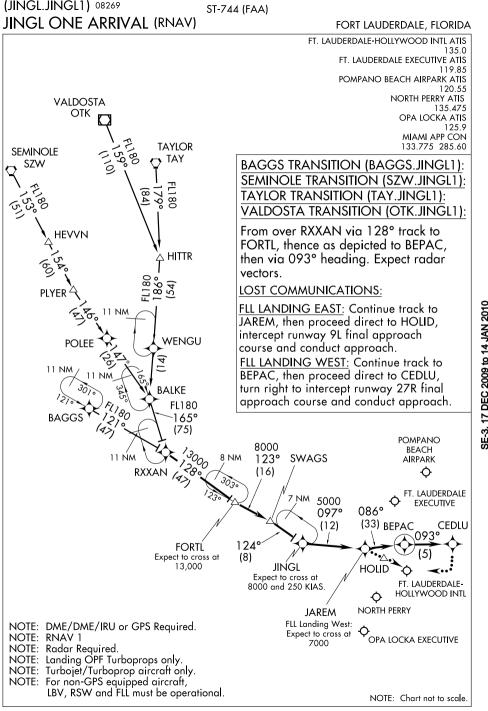
## ARRIVAL DESCRIPTION FREEPORT TRANSITION (ZFP.GISSH1): From over ZFP VOR/DME via ZFP R-268 to GISSH. Thence . . . . MELBOURNE TRANSITION (MLB.GISSH1): From over MLB VORTAC via MLB R-138 to FATHR, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . . ORMOND BEACH TRANSITION (OMN.GISSH1): From over OMN VORTAC via OMN R-136 to QUASH, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH Thence VERO BEACH TRANSITION (VRB.GISSH1): From over VRB VORTAC via VRB R-146 to JALOP, then via VKZ R-027 to GISSH. Thence . . . .

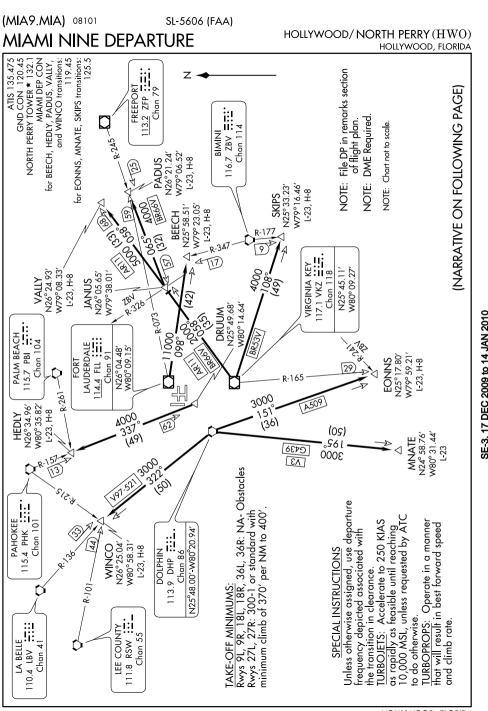
GISSIT CINE ARRIVAL (CISSITICISSITI)

. . . . From over GISSH INT via VKZ R-027 to FISEL INT, then via FLL R-041, expect radar vectors to final approach course.

FORT LAUDERDALE, FLORIDA







SE-3, 17 DEC 2009 to 14, JAN 2010

V

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 27L and 27R: Climb on runway heading or as assianed.

NOTE: If assigned other than runway heading climb on runway heading to 1100 before turning to assigned heading.

Maintain 2000 feet or assigned higher altitude and expect vectors to appropriate transition. Expect further clearance to filed altitude ten (10) minutes after departure.

BEECH TRANSITION (MIA9.BEECH): From over FLL VOR/DME via FLL R-098 to BEECH INT. Thence as filed.

EONNS TRANSITION (MIA9.EONNS): Intercept the DHP VORTAC

R-151 to EONNS INT. Thence as filed.

HEDLY TRANSITION (MIA9.HEDLY): From over DRUUM DME FIX via PHK R-157 to HEDLY INT. Thence as filed.

MNATE TRANSITION (MIA9.MNATE): Intercept the DHP VORTAC

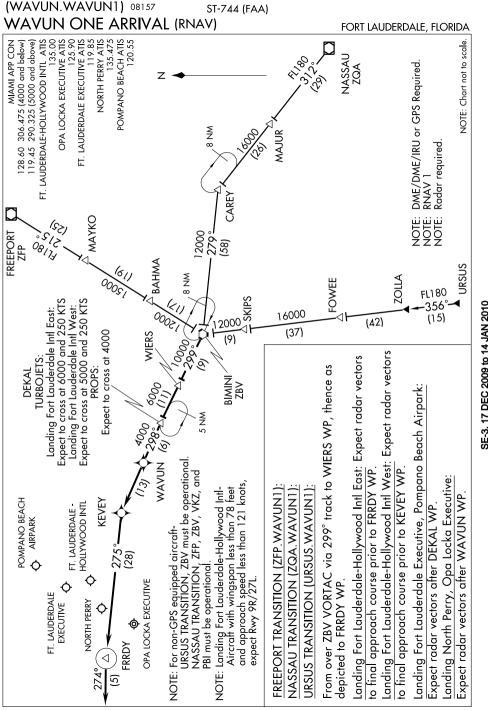
R-195 to MNATE DME FIX. Thence as filed. PADUS TRANSITION (MIA9.PADUS): From over VKZ VOR/DME via

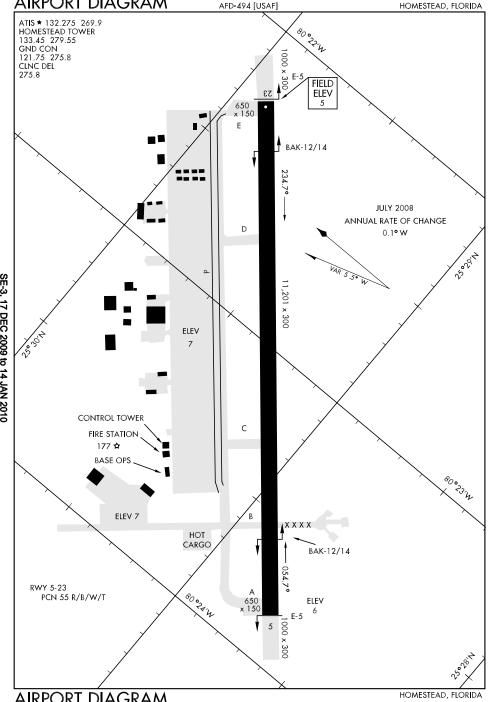
VKZ R-058 to JANUS INT and ZFP R-245 to PADUS DME FIX. Thence as filed.

SKIPS TRANSITION (MIA9.SKIPS): From over VKZ VOR/DME via VKZ R-108 to SKIPS INT. Thence as filed.

VALLY TRANSITION (MIA9. VALLY): From over VKZ VOR/DME via VKZ R-0.58 to VALLY DME FIX. Thence as filed.

WINCO TRANSITION (MIA9.WINCO): From over DHP VORTAC via DHP R-322 to WINCO INT. Thence as filed.





(ANNEY.ANNEY1) 08157 ST-257 (FAA) ANNEY ONE ARRIVAL MIAMI, FLORIDA MIAMI APP CON ORMOND BEACH 124.85 322.3 112.6 OMN == KENDALL TAMIAMI EXECUTIVE ATIS Chan 73 124.0 N29°18.20′ - W81°06.76′ MIAMI INTL ATIS L-21-23-24, H-8 119 15 HOMESTEAD ARB ATIS ★ 132.275 269.9 N MELBOURNE **PCMAN** 110.0 MLB ...: N28° 32.88′ Chan 37 W80°48.63′ N28° 06.32′-W80° 38.12′ 1-23-24 VFRO BEACH 117.3 VRB Chan 120 N27°40.71′ - W80°29.38′ L-23-24, H-8 PHORD SE-3, 17 DEC 2009 to 14, IAN 2010 N27°18.08′ - W80°20.18′ **TURBOJET** VERTICAL NAVIGATION PLANNING INFORMATION Expect to cross at FL240. FREEPORT 113.2 ZFP :-=: PALM BEACH Chan 79 115.7 PBI :---ANNEY Chan 104 N26° 33.32′ N26° 27.94′ - W80° 02.97′ N26°40.80′-W80°05.19′ W78° 41.87′ TURBOJET L-23. H-8 VERTICAL NAVIGATION PLANNING INFORMATION Miami Intl landing east: 5000 Expect to cross at 13000'. 269 Miami Intl landing west: (73)Expect to cross at 11000' HILEY N26° 15.26′ VIRGINIA KEY W80°00.79′ 117.1 VKZ **≌≟≒.** Chan 118 N25°45.11′ - W80°09.27′ **KAINS** N25° 57.78′ KENDALL-W80° 05.71′ MIAMI TAMIAM NOTE: DME Required. INTL **EXECUTIVE** NOTE: Turbojets and Turboprops only. O HOMESTEAD ARB **HOMESTEAD** OCEAN REEF CLUB **GENERAL** AVIATION NOTE: Chart not to scale. (Private)

ST-257 (FAA) 06047 ANNEY ONE ARRIVAL (ANNEY.ANNEY1) MIAMI, FLORIDA

## ARRIVAL ROUTE DESCRIPTION

FREEPORT TRANSITION (ZFP.ANNEY1): From over ZFP VOR/DME via ZFP R-269 to ANNEY INT. Thence . . . .

MELBOURNE TRANSITION (MLB.ANNEY1): From over MLB VOR/DME via

MLB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI

R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

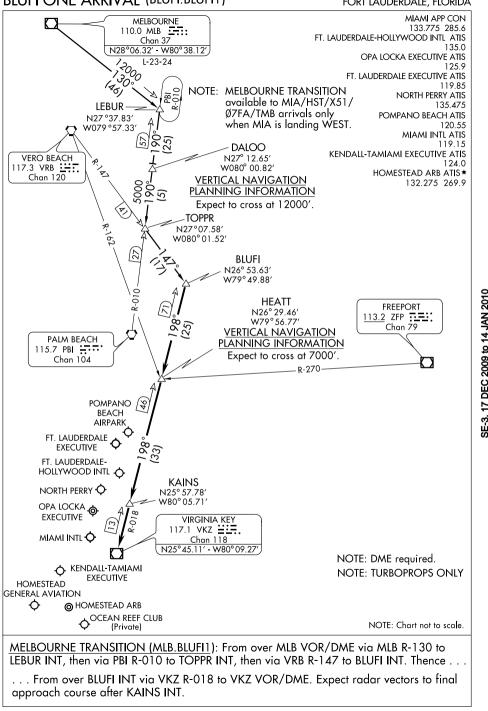
ORMOND BEACH TRANSITION (OMN.ANNEY1): From over OMN VORTAC

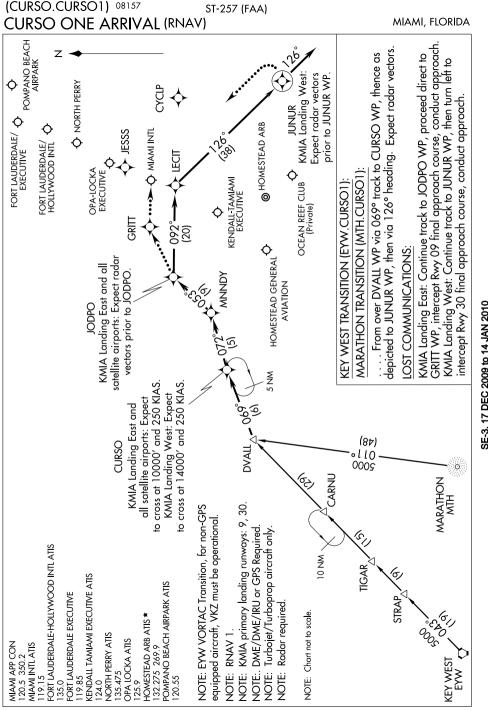
via OMN R-161 to PCMAN INT, then via MLB R-343 to MLB VORTAC then via VRB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . . VERO BEACH TRANSITION (VRB.ANNEY1): From over VRB VORTAC via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174

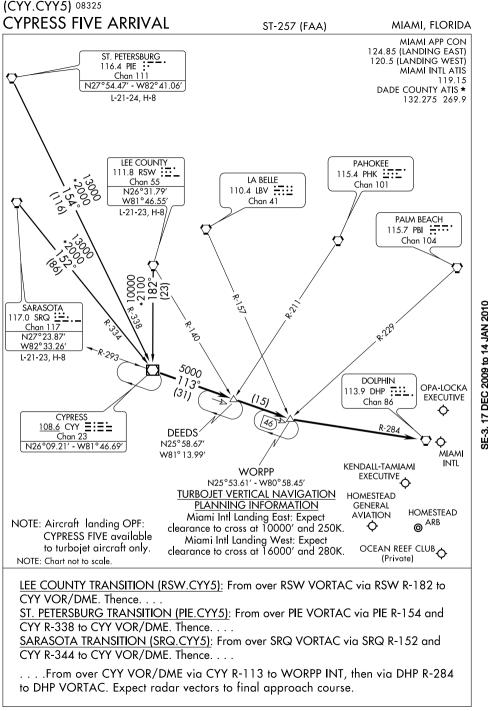
to ANNEY INT. Thence . . . . . . From over ANNEY, then via PBI R-174 to HILEY, then via VKZ R-018 to

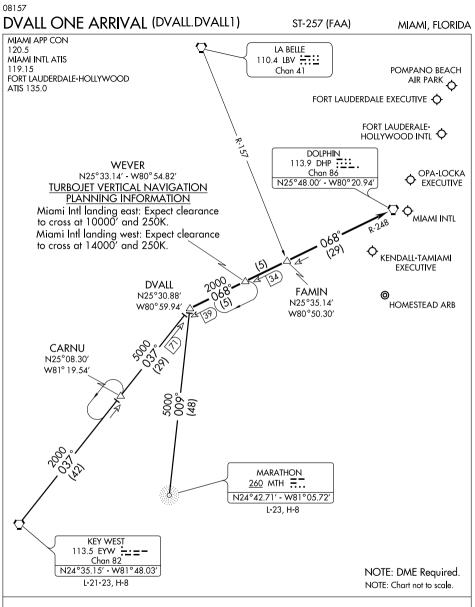
VKZ VOR/DME. Expect radar vectors to final approach course after KAINS.

SE-3, 17 DEC 2009 to 14 JAN 2010







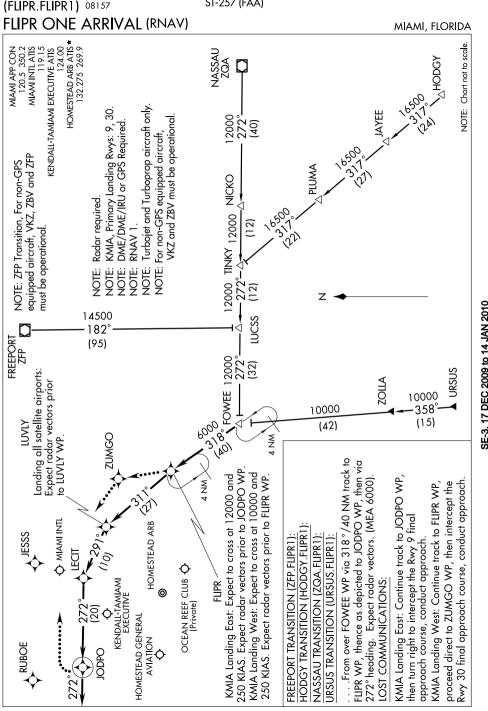


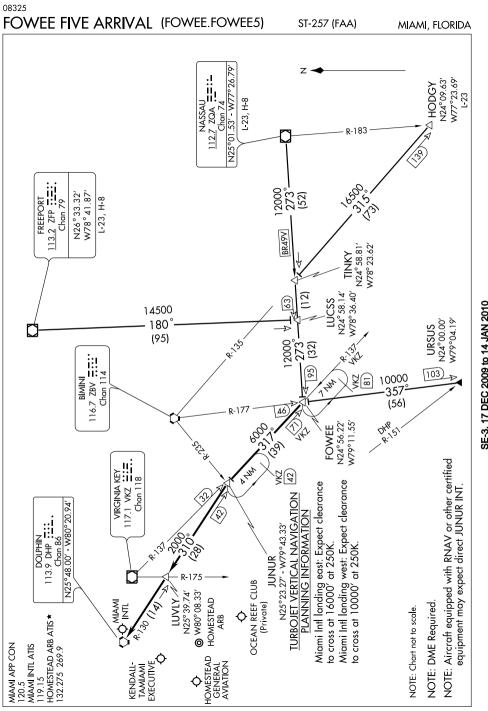
KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037 to DVALL INT. Thence. . . .

MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . . .

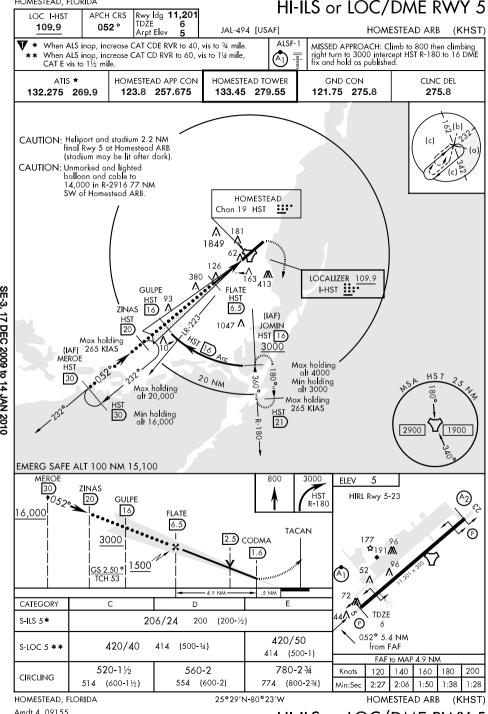
. . . . From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

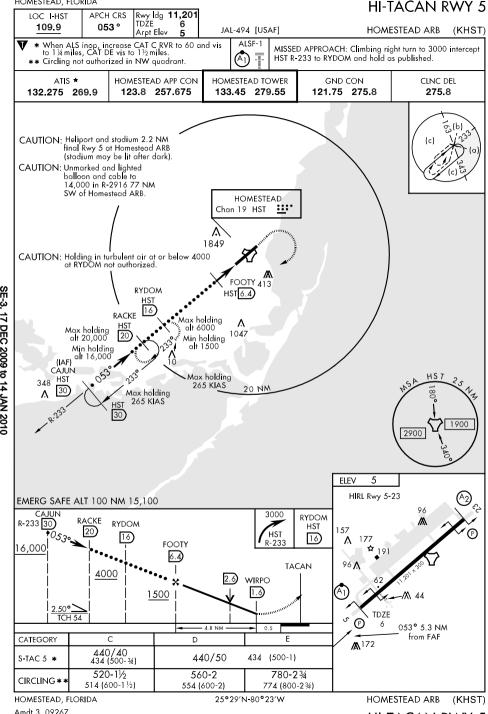
SE-3, 17 DEC 2009 to 14 JAN 2010



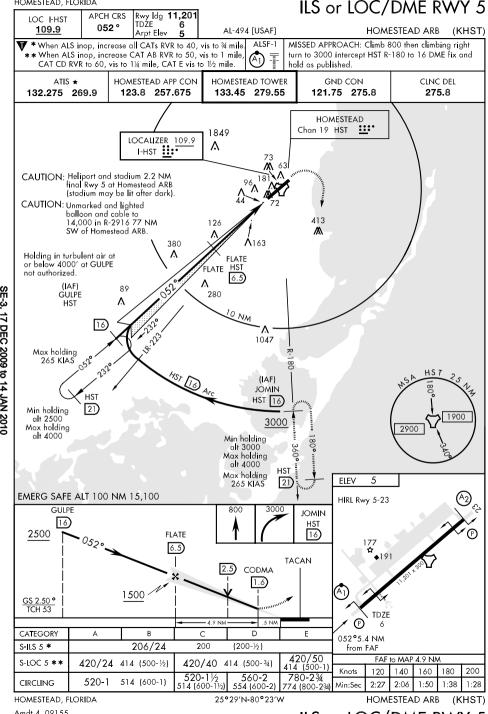


ST-257 (FAA) 03191 FOWEE FIVE ARRIVAL (FOWEE.FOWEE5) MIAMI, FLORIDA ARRIVAL DESCRIPTION FREEPORT TRANSITION (ZFP.FOWEE5): From over ZFP VOR/DME via ZFP R-180 to LUCSS INT, then via ZQA R-273 to FOWEE INT. Thence . . . . HODGY TRANSITION (HODGY.FOWEE5): From over HODGY INT via ZBV R-135 to TINKY INT, then via ZQA R-273 to FOWEE INT. Thence . . . NASSAU TRANSITION (ZQA.FOWEE5): From over ZQA VOR/DME via ZQA R-273 (BR49V) to FOWEE INT. Thence . . . . URSUS TRANSITION (URSUS FOWEE5): From over URSUS INT via ZBV R-177 to FOWEE INT. Thence . . . . . . . . From over FOWEE INT via VKZ R-137 to JUNUR INT, then via DHP R-130 to DHP VORTAC. Expect radar vectors to final approach course after LUVLY INT. SE-3, 17 DEC 2009 to 14, IAN 2010

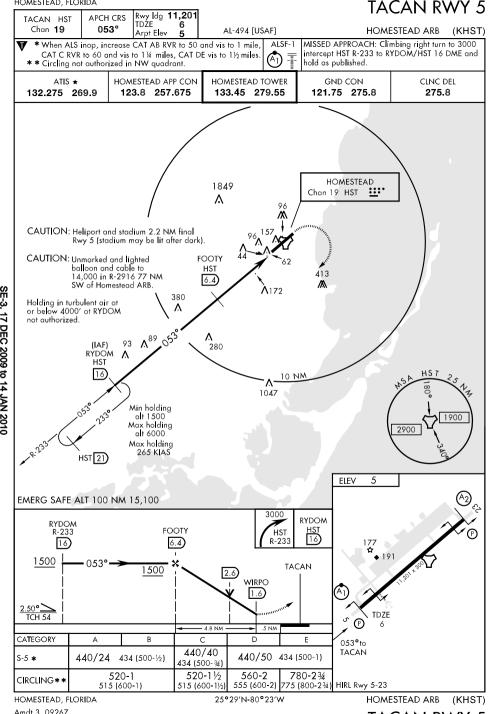


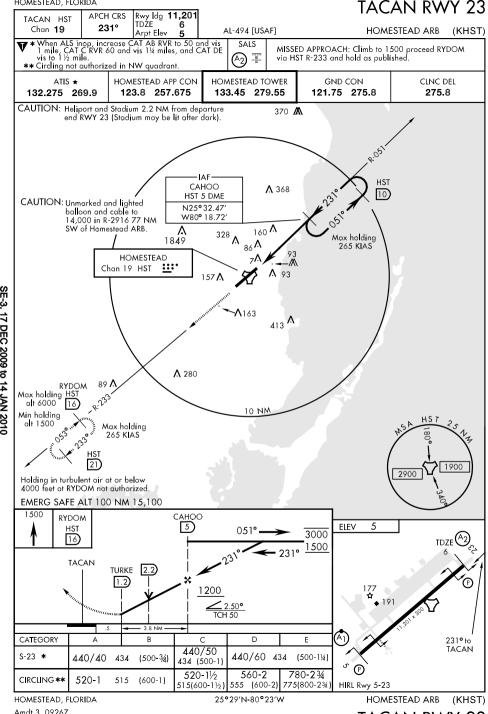


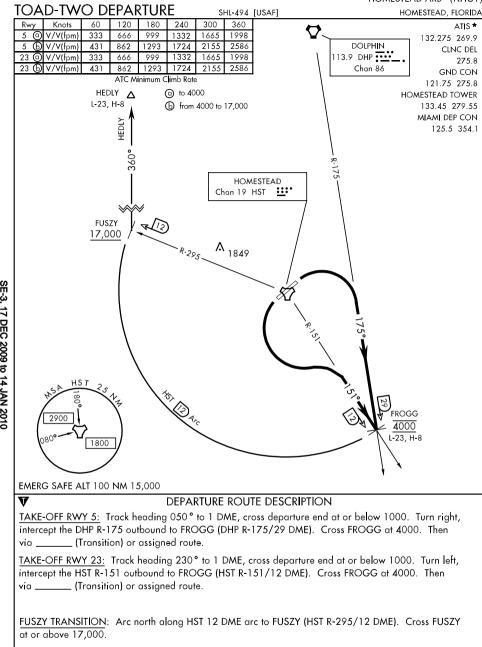
(HILEY.HILEY2) 07074 ST-257 (FAA) HILEY TWO ARRIVAL (RNAV) MIAMI, FLORIDA FREEPORT TRANSITION (ZFP.HILEY2): MIAMI APP CON ORMOND 124.85 322.2 JORAY TRANSITION (JORAY.HILEY2): **BEACH** MIAMI INTL ATIS OMN ORMOND BEACH TRANSITION (OMN.HILEY2): 119 15 14 NM From over HILEY WP via 199°/18 NM track KENDALL-TAMIAMI EXECUTIVE ATIS to KAINS WP, thence as depicted to RUBOE WP, HOMESTEAD ARB ATIS ★ then via 271° heading. Expect radar vectors. 12 NM 132.275 269.9 LOST COMMUNICATIONS: **PCMAN** KMIA Landing East: Continue track to RUBOE WP then turn left to intercept Rwy 8L final approach course, conduct approach. **JORAY** KMIA Landing West: Continue track to HILEY WP, proceed to proceed direct to HOXIL WP, then turn right to intercept Rwy 26R final approach course, conduct approach. MFIBOURNE MIB OSOGY VERO BEACH **VRB** SE-3, 17 DEC 2009 to 14, IAN 2010 **ENVOY FREEPORT** ZFP **PHORD** 10000 YOSS 274 (50)5 NM PALM BEACH PBI MILSY KMIA Landing East: Expect to cross at 16000 and 250 KIAS. **ANNEY** KMIA Landing West: Expect to KMIA Landing East: Expect to **BOYUR** cross at 13000 and 250 KIAS. cross at 13000 and 250 KIAS. KMIA Landing West: Expect to cross at 11000 and 250 KIAS. HILEY NOTE: Primary Landing Runways: 08L, 12, 26R. NOTE: DME/DME/IRU or GPS Required. CIMBA NOTE: RNAV 1. JESSS NOTE: Radar Required. 271°\_RUBOE NOTE: Turbojet/Turboprop aircraft only. (6) (31)MIAMI INTL NOTE: OMN Transition, for non-GPS equipped aircraft, JODPO -DHP must be operational. KENDALL-TAMIAMI NOTE: ZFP Transition, for non-GPS HOMESTEAD ARB **EXECUTIVE** equipped aircraft, FLL and PBI must be OCEAN REEF CLUB operational. HOMESTEAD GENERAL (Private) NOTE: Chart not to scale. AVIATION



(SSCOT.SSCOT1) 08325 SSCOT ONE ARRIVAL (RNAV) ST-257 (FAA) MIAMI, FLORIDA MIAMI APP CON VALDOSTA 🕻 120.5 350.20 TAYLOR MIAMI INTL ATIS OTK TAY 119 15 KENDALL TAMIAMI EXECUTIVE ATIS 124 00 NORTH PERRY ATIS 135 475 FL180 -181° (84) SEMINOLE **OPA LOCKA ATIS** S7W 125.90 ARRIVAL ROUTE DESCRIPTION **HEVVN** BAGGS TRANSITION (BAGGS.SSCOT1): SEMINOLE TRANSITION (SZW.SSCOT1): HITTR **IFGGT** TAYLOR TRANSITION (TAY.SSCOT1): **PLYER** VALDOSTA TRANSITION (OTK.SSCOT1): From over BAARY via 141° track to CYY VOR/DME, thence as depicted to LECIT, SFATE then via 126° heading. Expect radar vectors. 11 NM SE-3, 17 DEC 2009 to 14, IAN 2010 LOST COMMUNICATIONS: 11 NM MIA Landing East: Continue track to LECIT, intercept the Runway 8L approach. **BAGGS** JUUII MIA Landing West: Continue track to LECIT, then proceed direct to JUNUR, then turn left to 11 NM , % (8) intercept the Runway 30 approach. **BAARY CYPRESS** 141° SSCOT CYY 11 NM (36)MIA Landing East: Expect to cross SSCOT at 10,000 and 250 KIAS. MIA Landing West: Expect to cross SSCOT at 16,000 and 280 KIAS. , DEEDS LECIT MIA Landing Runway 27: 11 NM Expect radar vectors WALIP prior to LECIT. MIA Landing Runways 8 L/R, 26 L/R: Expect 9 NM radar vectors prior OPA-LOCKA to WALIP. **EXECUTIVE** NOTE: RNAV 1. NOTE: Radar Required. 5000 8 NM MIAMI INTL NOTE: Turbojet/Turboprop aircraft only. 091 NOTE:. DME/DME/IRU or GPS Required. (13)NOTE: For non-GPS equipped aircraft; PHK must be operational. RUBOF NOTE: Land OPF-Turbojet aircraft only. KENDALL-TAMIAMI MIA Landing Runways **EXECUTIVE** 9, 12 and Landing All JUNŪR Satellite Airports: Expect 0 radar vectors prior to **HOMESTEAD** RUBOE. **HOMSTEAD** AFB **GENERAL** AVIATION OCEAN REEF CLUB NOTE: Chart not to scale. (Private)







<u>HEDLY TRANSITION:</u> Arc north along HST 12 DME arc to FUSZY (HST R-295/12 DME). Cross FUSZY at or above 17,000. At FUSZY fly heading 360° to HEDLY (DHP R-344/47 DME).

(ANNEY.ANNEY1) 08157 ST-257 (FAA) ANNEY ONE ARRIVAL MIAMI, FLORIDA MIAMI APP CON ORMOND BEACH 124.85 322.3 112.6 OMN == KENDALL TAMIAMI EXECUTIVE ATIS Chan 73 124.0 N29°18.20′ - W81°06.76′ MIAMI INTL ATIS L-21-23-24, H-8 119 15 HOMESTEAD ARB ATIS ★ 132.275 269.9 N MELBOURNE **PCMAN** 110.0 MLB ...: N28° 32.88′ Chan 37 W80°48.63′ N28° 06.32′-W80° 38.12′ 1-23-24 VFRO BEACH 117.3 VRB Chan 120 N27°40.71′ - W80°29.38′ L-23-24, H-8 PHORD SE-3, 17 DEC 2009 to 14, IAN 2010 N27°18.08′ - W80°20.18′ **TURBOJET** VERTICAL NAVIGATION PLANNING INFORMATION Expect to cross at FL240. FREEPORT 113.2 ZFP :-=: PALM BEACH Chan 79 115.7 PBI :---ANNEY Chan 104 N26° 33.32′ N26° 27.94′ - W80° 02.97′ N26°40.80′-W80°05.19′ W78° 41.87′ TURBOJET L-23. H-8 VERTICAL NAVIGATION PLANNING INFORMATION Miami Intl landing east: 5000 Expect to cross at 13000'. 269 Miami Intl landing west: (73)Expect to cross at 11000' HILEY N26° 15.26′ VIRGINIA KEY W80°00.79′ 117.1 VKZ **≌≟≒.** Chan 118 N25°45.11′ - W80°09.27′ **KAINS** N25° 57.78′ KENDALL-W80° 05.71′ MIAMI TAMIAM NOTE: DME Required. INTL **EXECUTIVE** NOTE: Turbojets and Turboprops only. O HOMESTEAD ARB **HOMESTEAD** OCEAN REEF CLUB **GENERAL** AVIATION NOTE: Chart not to scale. (Private)

ST-257 (FAA) 06047 ANNEY ONE ARRIVAL (ANNEY.ANNEY1) MIAMI, FLORIDA

## ARRIVAL ROUTE DESCRIPTION

FREEPORT TRANSITION (ZFP.ANNEY1): From over ZFP VOR/DME via ZFP R-269 to ANNEY INT. Thence . . . .

MELBOURNE TRANSITION (MLB.ANNEY1): From over MLB VOR/DME via

MLB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI

R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

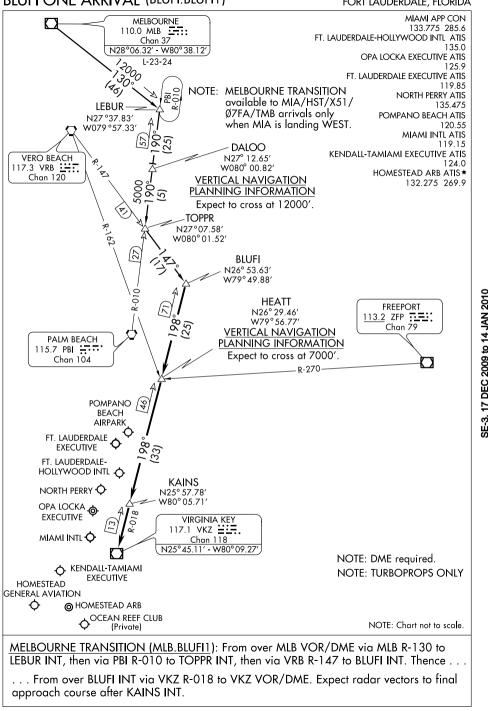
ORMOND BEACH TRANSITION (OMN.ANNEY1): From over OMN VORTAC

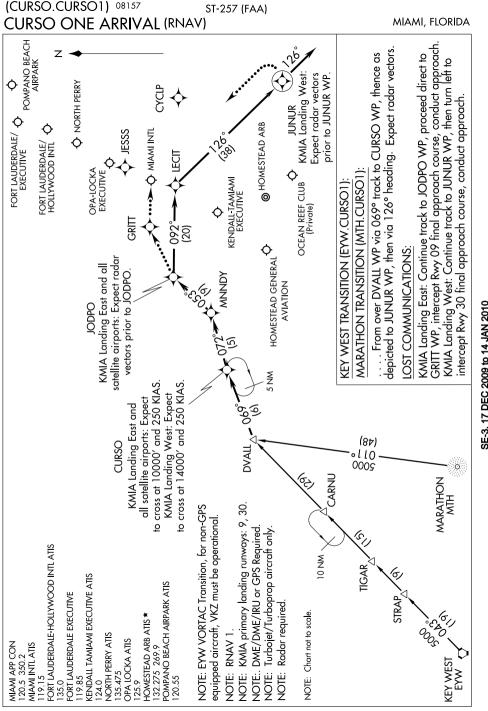
via OMN R-161 to PCMAN INT, then via MLB R-343 to MLB VORTAC then via VRB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . . VERO BEACH TRANSITION (VRB.ANNEY1): From over VRB VORTAC via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174

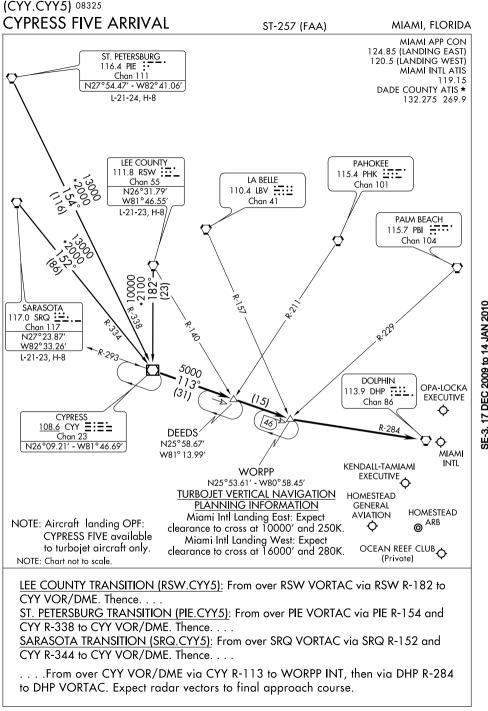
to ANNEY INT. Thence . . . . . . From over ANNEY, then via PBI R-174 to HILEY, then via VKZ R-018 to

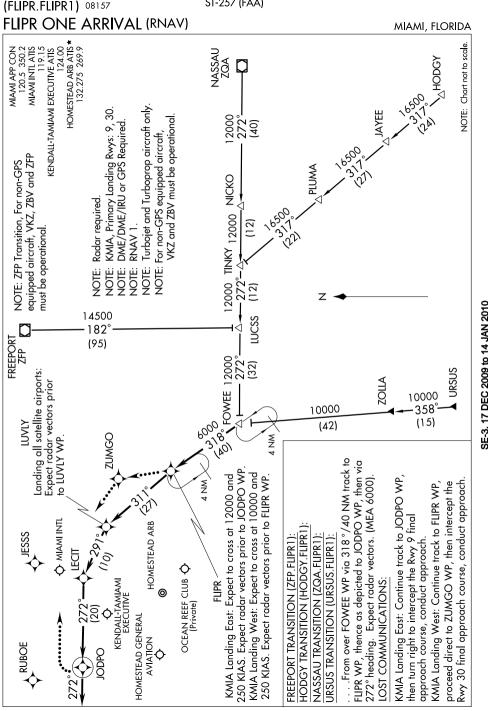
VKZ VOR/DME. Expect radar vectors to final approach course after KAINS.

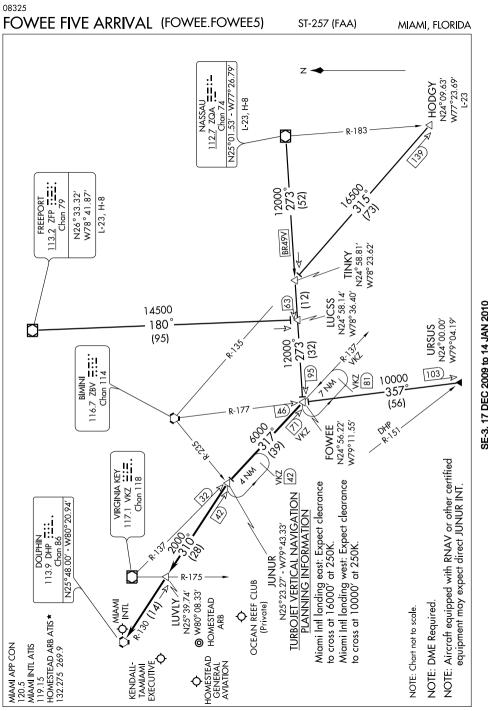
SE-3, 17 DEC 2009 to 14 JAN 2010







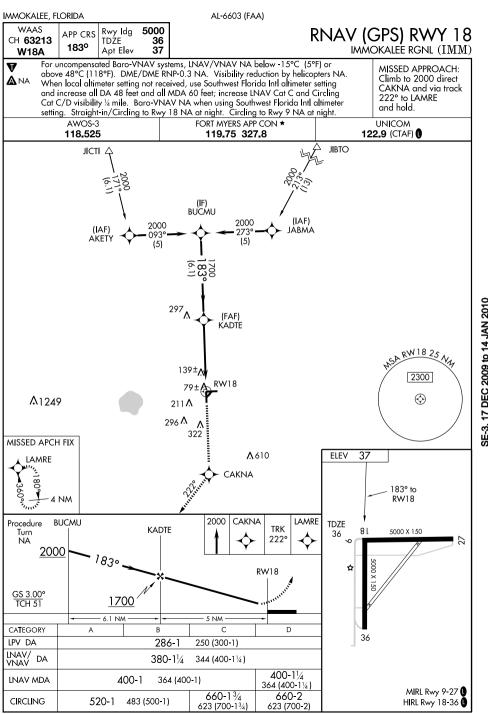


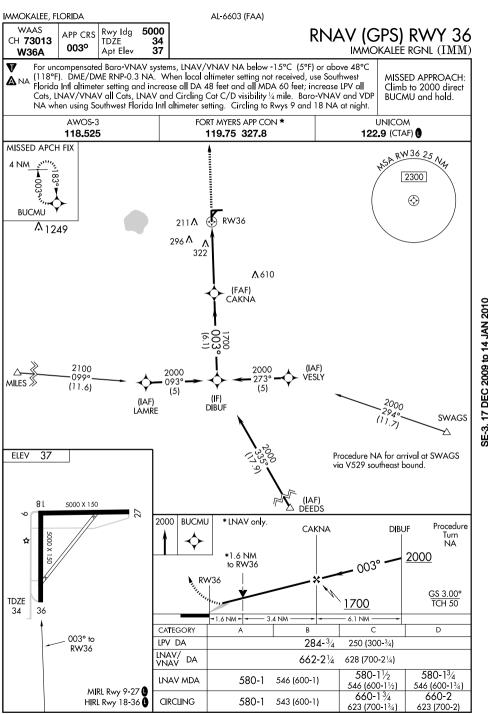


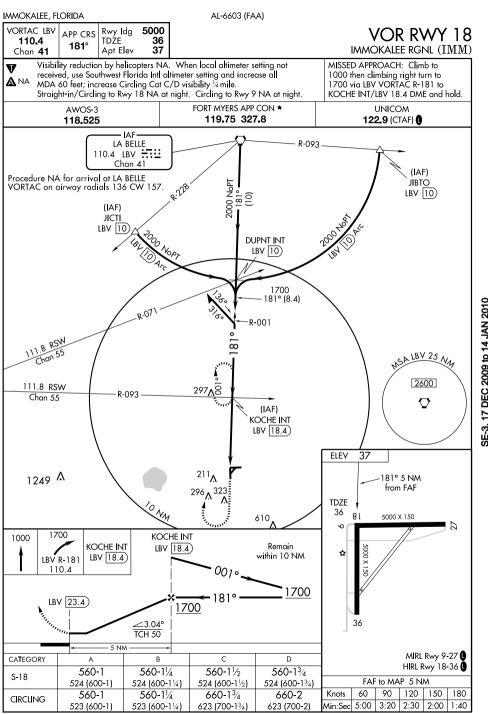
ST-257 (FAA) 03191 FOWEE FIVE ARRIVAL (FOWEE.FOWEE5) MIAMI, FLORIDA ARRIVAL DESCRIPTION FREEPORT TRANSITION (ZFP.FOWEE5): From over ZFP VOR/DME via ZFP R-180 to LUCSS INT, then via ZQA R-273 to FOWEE INT. Thence . . . . HODGY TRANSITION (HODGY.FOWEE5): From over HODGY INT via ZBV R-135 to TINKY INT, then via ZQA R-273 to FOWEE INT. Thence . . . NASSAU TRANSITION (ZQA.FOWEE5): From over ZQA VOR/DME via ZQA R-273 (BR49V) to FOWEE INT. Thence . . . . URSUS TRANSITION (URSUS FOWEE5): From over URSUS INT via ZBV R-177 to FOWEE INT. Thence . . . . . . . . From over FOWEE INT via VKZ R-137 to JUNUR INT, then via DHP R-130 to DHP VORTAC. Expect radar vectors to final approach course after LUVLY INT. SE-3, 17 DEC 2009 to 14, IAN 2010 (HILEY.HILEY2) 07074 ST-257 (FAA) HILEY TWO ARRIVAL (RNAV) MIAMI, FLORIDA FREEPORT TRANSITION (ZFP.HILEY2): MIAMI APP CON ORMOND 124.85 322.2 JORAY TRANSITION (JORAY.HILEY2): **BEACH** MIAMI INTL ATIS OMN ORMOND BEACH TRANSITION (OMN.HILEY2): 119 15 14 NM From over HILEY WP via 199°/18 NM track KENDALL-TAMIAMI EXECUTIVE ATIS to KAINS WP, thence as depicted to RUBOE WP, HOMESTEAD ARB ATIS ★ then via 271° heading. Expect radar vectors. 12 NM 132.275 269.9 LOST COMMUNICATIONS: **PCMAN** KMIA Landing East: Continue track to RUBOE WP then turn left to intercept Rwy 8L final approach course, conduct approach. **JORAY** KMIA Landing West: Continue track to HILEY WP, proceed to proceed direct to HOXIL WP, then turn right to intercept Rwy 26R final approach course, conduct approach. MFIBOURNE MIB OSOGY VERO BEACH **VRB** SE-3, 17 DEC 2009 to 14, IAN 2010 **ENVOY FREEPORT** ZFP **PHORD** 10000 YOSS 274 (50)5 NM PALM BEACH PBI MILSY KMIA Landing East: Expect to cross at 16000 and 250 KIAS. **ANNEY** KMIA Landing West: Expect to KMIA Landing East: Expect to **BOYUR** cross at 13000 and 250 KIAS. cross at 13000 and 250 KIAS. KMIA Landing West: Expect to cross at 11000 and 250 KIAS. HILEY NOTE: Primary Landing Runways: 08L, 12, 26R. NOTE: DME/DME/IRU or GPS Required. CIMBA NOTE: RNAV 1. JESSS NOTE: Radar Required. 271°\_RUBOE NOTE: Turbojet/Turboprop aircraft only. (6) (31)MIAMI INTL NOTE: OMN Transition, for non-GPS equipped aircraft, JODPO -DHP must be operational. KENDALL-TAMIAMI NOTE: ZFP Transition, for non-GPS HOMESTEAD ARB **EXECUTIVE** equipped aircraft, FLL and PBI must be OCEAN REEF CLUB operational. HOMESTEAD GENERAL (Private) NOTE: Chart not to scale. AVIATION

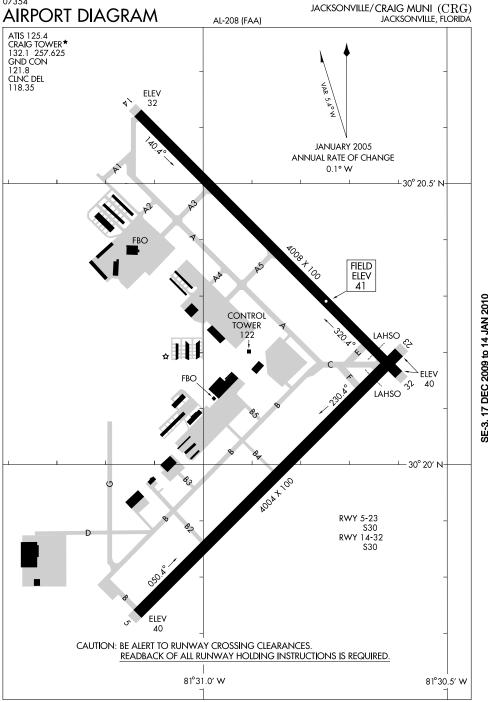
(SSCOT.SSCOT1) 08325 SSCOT ONE ARRIVAL (RNAV) ST-257 (FAA) MIAMI, FLORIDA MIAMI APP CON VALDOSTA 🕻 120.5 350.20 TAYLOR MIAMI INTL ATIS OTK TAY 119 15 KENDALL TAMIAMI EXECUTIVE ATIS 124 00 NORTH PERRY ATIS 135 475 FL180 -181° (84) SEMINOLE **OPA LOCKA ATIS** S7W 125.90 ARRIVAL ROUTE DESCRIPTION **HEVVN** BAGGS TRANSITION (BAGGS.SSCOT1): SEMINOLE TRANSITION (SZW.SSCOT1): HITTR **IFGGT** TAYLOR TRANSITION (TAY.SSCOT1): **PLYER** VALDOSTA TRANSITION (OTK.SSCOT1): From over BAARY via 141° track to CYY VOR/DME, thence as depicted to LECIT, SFATE then via 126° heading. Expect radar vectors. 11 NM SE-3, 17 DEC 2009 to 14, IAN 2010 LOST COMMUNICATIONS: 11 NM MIA Landing East: Continue track to LECIT, intercept the Runway 8L approach. **BAGGS** JUUII MIA Landing West: Continue track to LECIT, then proceed direct to JUNUR, then turn left to 11 NM , % (8) intercept the Runway 30 approach. **BAARY CYPRESS** 141° SSCOT CYY 11 NM (36)MIA Landing East: Expect to cross SSCOT at 10,000 and 250 KIAS. MIA Landing West: Expect to cross SSCOT at 16,000 and 280 KIAS. , DEEDS LECIT MIA Landing Runway 27: 11 NM Expect radar vectors WALIP prior to LECIT. MIA Landing Runways 8 L/R, 26 L/R: Expect 9 NM radar vectors prior OPA-LOCKA to WALIP. **EXECUTIVE** NOTE: RNAV 1. NOTE: Radar Required. 5000 8 NM MIAMI INTL NOTE: Turbojet/Turboprop aircraft only. 091 NOTE:. DME/DME/IRU or GPS Required. (13)NOTE: For non-GPS equipped aircraft; PHK must be operational. RUBOF NOTE: Land OPF-Turbojet aircraft only. KENDALL-TAMIAMI MIA Landing Runways **EXECUTIVE** 9, 12 and Landing All JUNŪR Satellite Airports: Expect 0 radar vectors prior to **HOMESTEAD** RUBOE. **HOMSTEAD** AFB **GENERAL** AVIATION OCEAN REEF CLUB NOTE: Chart not to scale. (Private)

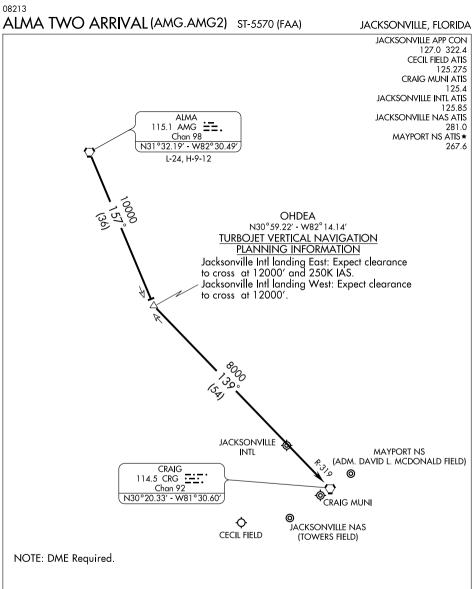
IMMOKALEE, FLORIDA AL-6603 (FAA) WAAS 5000 Rwy Ida RNAV (GPS) RWY 9 APP CRS CH 99713 TDŹE 37 093° IMMÖKALEE ŘGNL (IMM) Apt Elev 37 W09A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 77 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local MISSED APPROACH: altimeter setting not received, use Southwest Florida Intl altimeter setting and increase LPV Climb to 2000 DA 48 feet, LNAV/VNAV DA 125 feet and all MDA 60 feet; increase LPV all Cats, LNAV direct GITVE and via track 359° Cat C and Circling Cat C/D visibility ¼ mile, and LNAV/VNAV all Cats visibility ½ mile. to JABMA and hold. Baro-VNAV NA when using Southwest Florida Intl altimeter setting. Straight-in/Circling to Rwy 9 NA at night. Circling to Rwy 18 NA at night. AWOS-3 FORT MYERS APP CON ★ UNICOM 119.75 327.8 118,525 122.9 (CTAF) 0 4 NM JICTI Procedure NA for arrival at JABMA JICTI via V225 northeast bound. (IAF) PAPDE SE-3, 17 DEC 2009 to 14, IAN 2010 **RADVE** RW09 25 NZ 1.5 NM to (FAF) RW09 EĊAMO (IF) **GITVE** 87± RW09 1700 FAPTO 2300 093° 1249 A (6.1)138±  $\Diamond$ ∧<sup>610</sup> (IAF) **OBMÉE** 2300 ELEV 37 047° (7.8) Procedure NA for arrival at MILES via V359 southbound. MILES 093° to 2000 GITVE JABMA 359° **RW09 FAPTO** track 81 5000 X 150 ECAMO \*LNAV only **RADVE** TĎZE 2300 37 1.5 NM to 09ვ。 5000 X RW09 ☆ RW09 Procedure Turn NA 1700 GS 3.00° \*560 TCH 53 6.1 NM 3.5 NM D CATEGORY Α LPV 325-1 DA 288 (300-1) LNAV/ DA 401-11/4 364 (400-11/4) VNAV 400-11/4 LNAV MDA 400-1 363 (400-1) 363 (400-11/4) MIRL Rwy 9-27 660-13/4 660-2 CIRCLING 520-1 483 (500-1) HIRL Rwy 18-36 ( 623 (700-13/4) 623 (700-2)











## ARRIVAL DESCRIPTION

From over ALMA VORTAC via AMG R-157 to OHDEA INT, then via CRG R-319 to CRG VORTAC. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14, IAN 2010

From over ORL VORTAC via ORL R-355 to SHINR INT, thence via OMN R-315 to POGIE INT, thence via CRG R-195 to CRG VORTAC. Expect radar vectors to final approach course after CRG VORTAC.

NOTE: RADAR Required.

NOTE: DME Required.

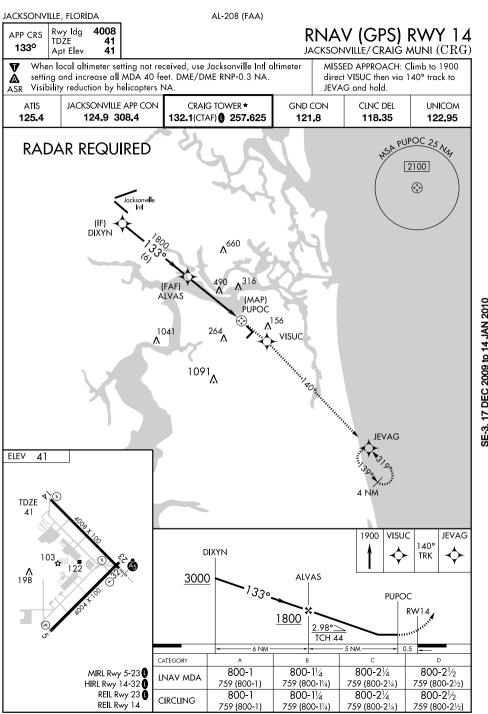
NOTE: Chart not to scale.

2000 355 (15) SE-3. 17 DEC 2009 to 14 JAN 2010

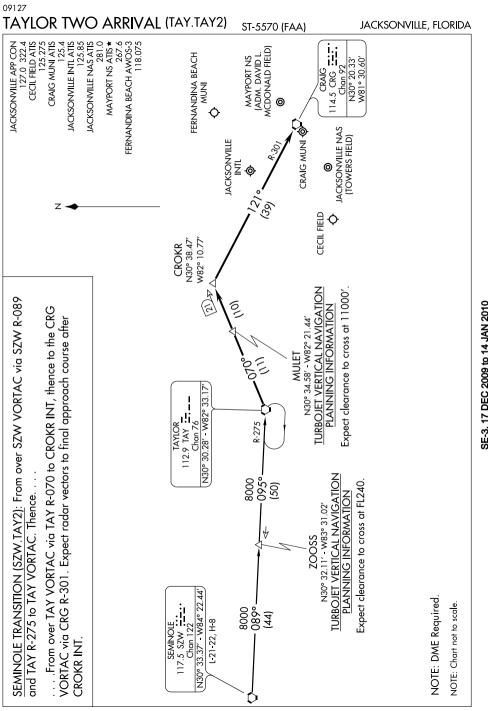
112.2 ORL :=:.

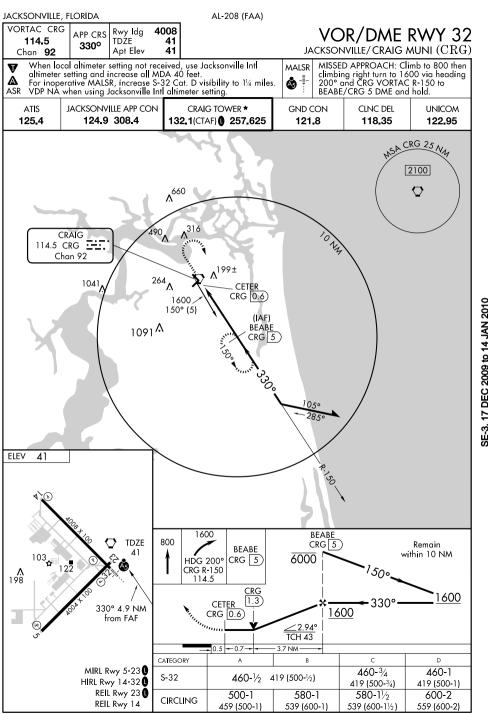
Chan 59 N28°32.56′ - W81°20.10′

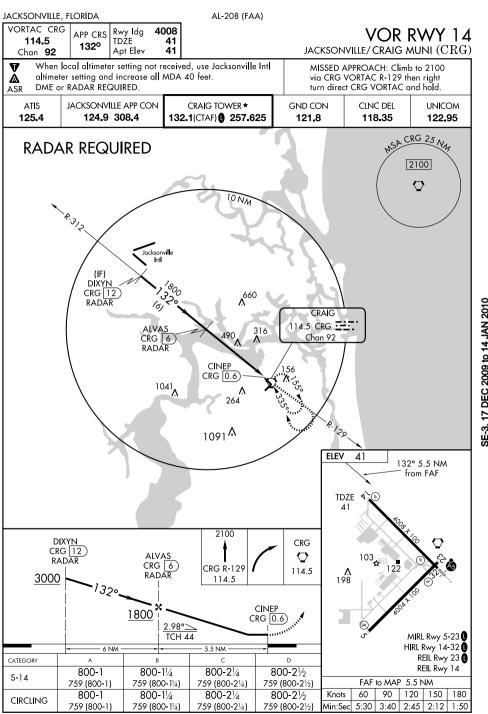
L-21-23-24, H-8

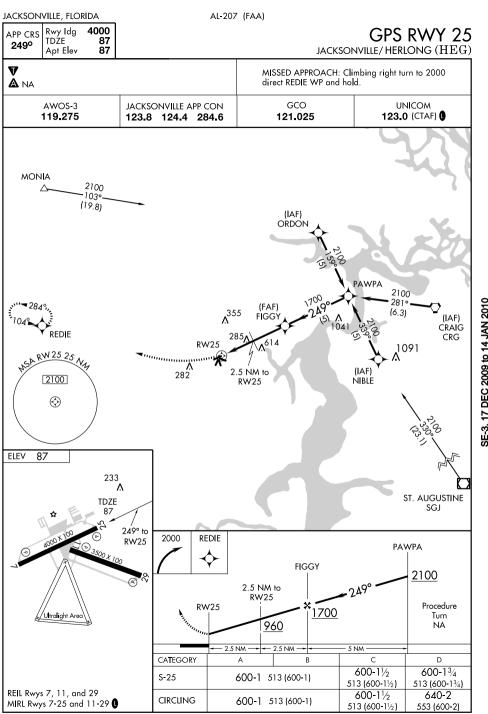


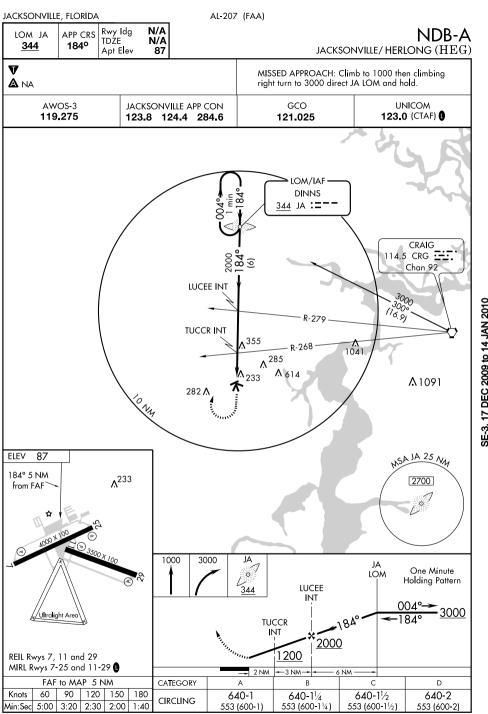
SE-3, 17 DEC 2009 to 14, IAN 2010

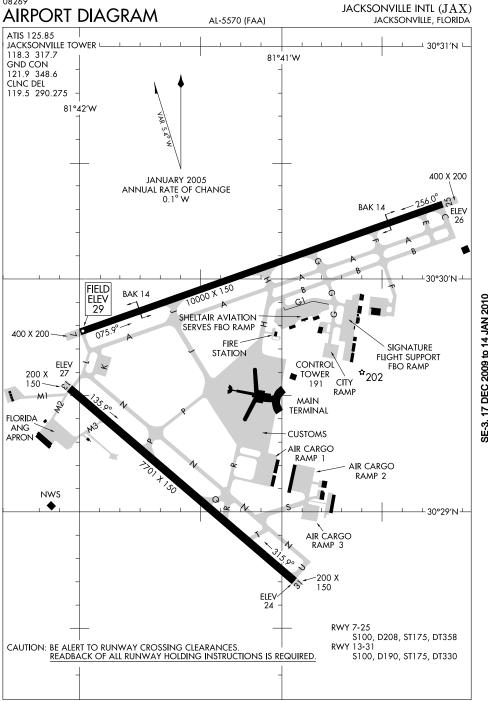


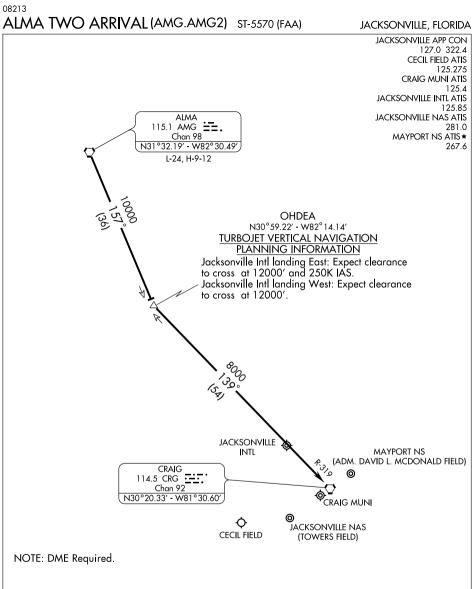








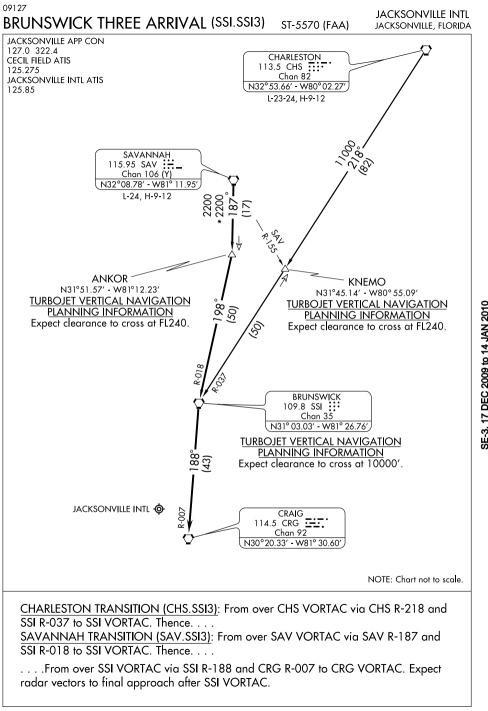


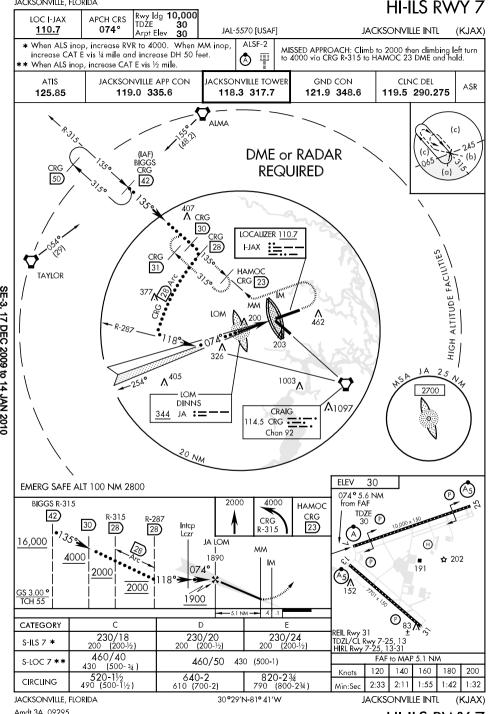


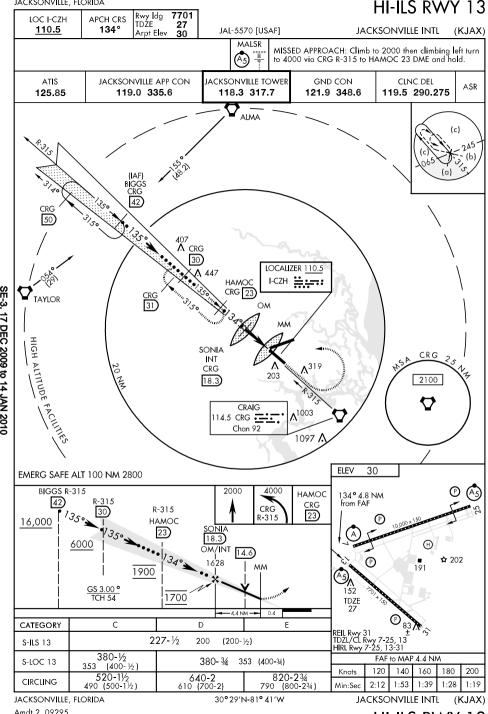
## ARRIVAL DESCRIPTION

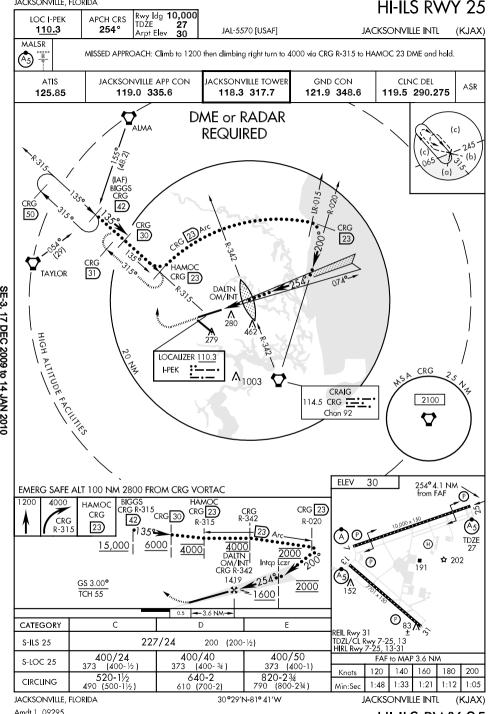
From over ALMA VORTAC via AMG R-157 to OHDEA INT, then via CRG R-319 to CRG VORTAC. Expect radar vectors to final approach course.

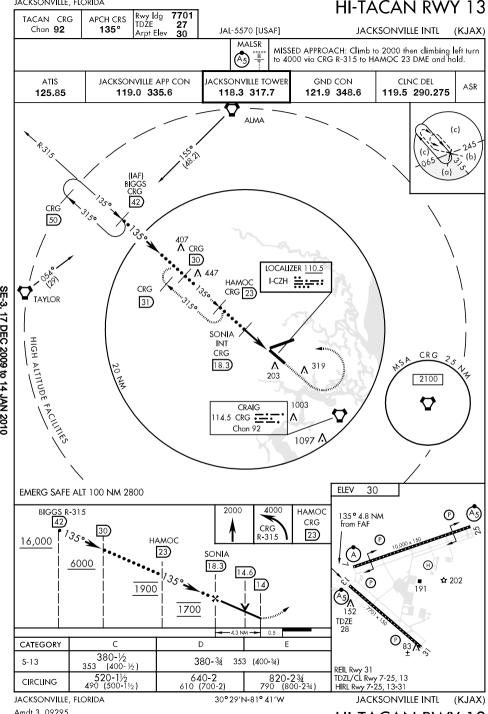
NOTE: Chart not to scale.

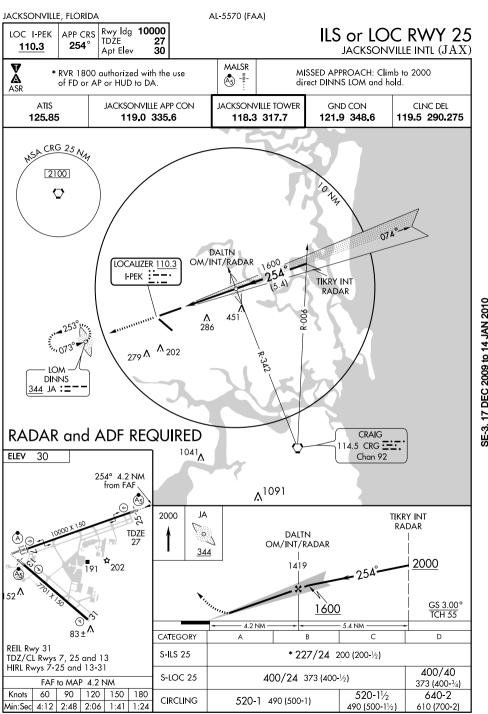


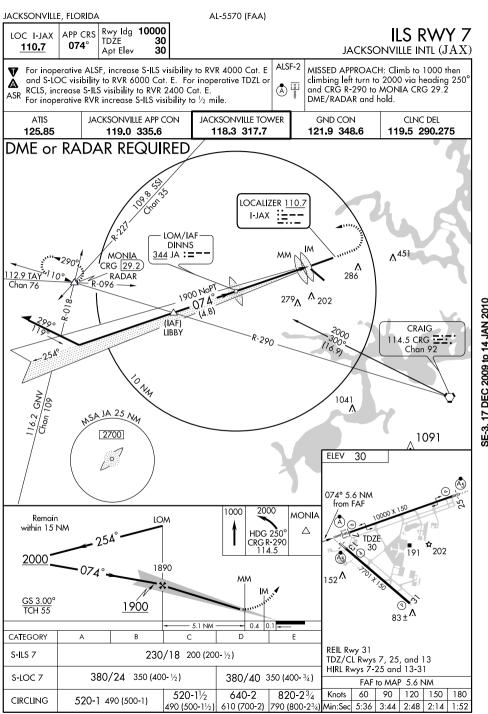


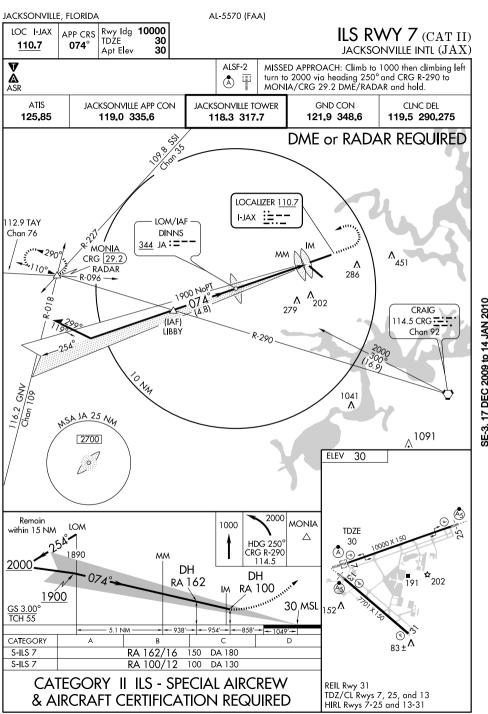


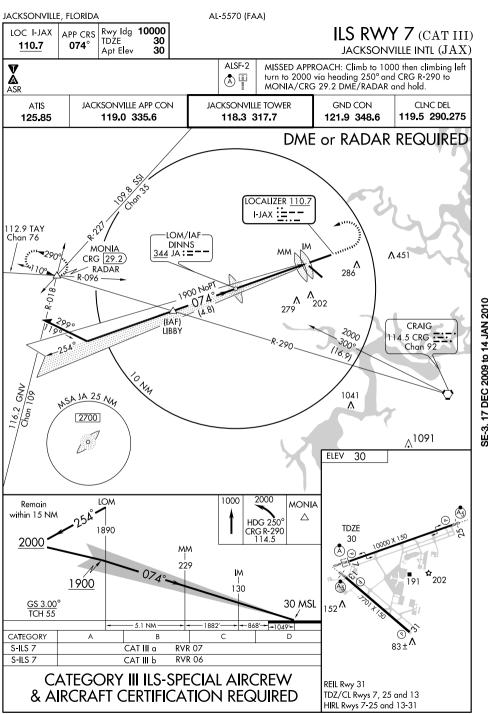


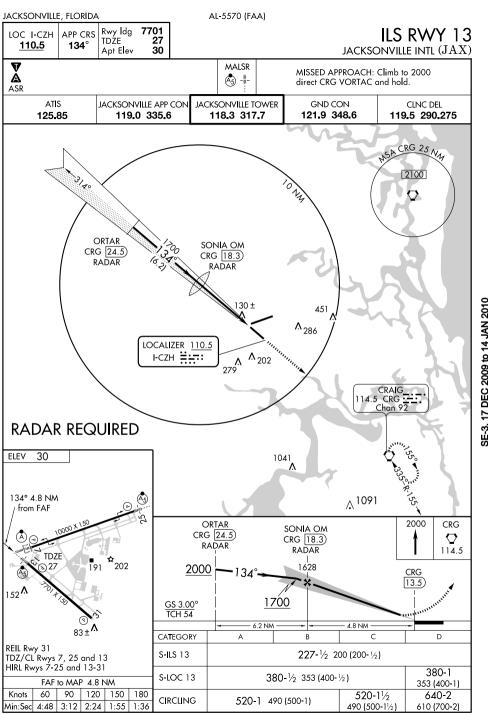












SE-3, 17 DEC 2009 to 14, IAN 2010

L-21-23-24, H-8

TAKE-OFF ALL RUNWAYS: All aircraft cleared as filed, maintain 3,000 feet or assigned altitude. Expect clearance to requested altitude/flight level ten minutes after departure. SPECIAL TAKE-OFF INSTRUCTIONS:

DEPARTURE ROUTE DESCRIPTION

SPECIAL INSTRUCTIONS: Use frequency depicted within sector where first fix/navaid

for your route is located. (Sector indicated by dashed lines; frequencies within dashed boxes.)

RUNWAYS 7/13: Departing north/west departure control area, fly heading 070° or as assigned. Departure frequency 127.0/322.4.

assigned. Departure frequency 127.0/322.4.

<u>RUNWAYS 7/13:</u> Departing south departure control area, fly heading 130° or as

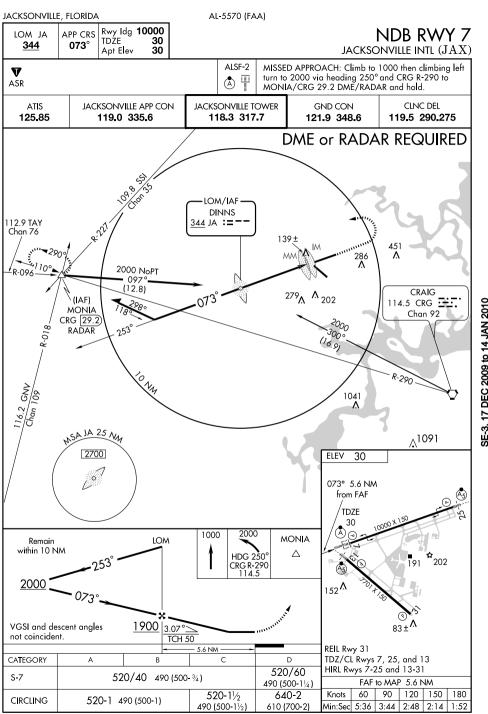
assigned. Departure frequency 118.0/351.8.

<u>RUNWAYS 25/31:</u> Departing north departure control area, fly heading 310° or as

assigned. Departure frequency 127.0/322.4.

<u>RUNWAYS 25/31:</u> Departing west departure control area, fly heading 250° or as assigned. Departure frequency 127.0/322.4.

<u>RUNWAYS 25/31:</u> Departing south departure control area, fly heading 220° or as assigned. Departure frequency 118.0/351.8.



From over ORL VORTAC via ORL R-355 to SHINR INT, thence via OMN R-315 to POGIE INT, thence via CRG R-195 to CRG VORTAC. Expect radar vectors to final approach course after CRG VORTAC.

NOTE: RADAR Required.

NOTE: DME Required.

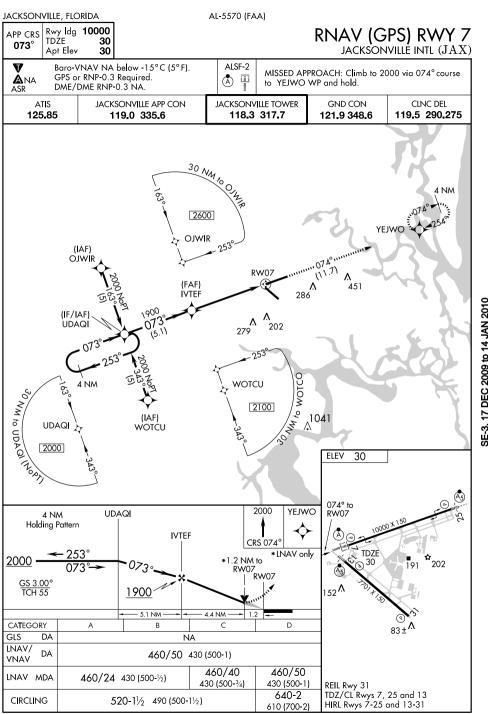
NOTE: Chart not to scale.

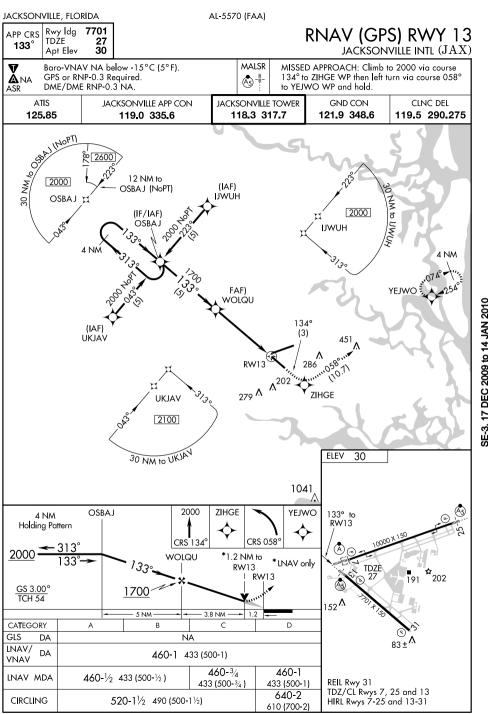
2000 355 (15) SE-3. 17 DEC 2009 to 14 JAN 2010

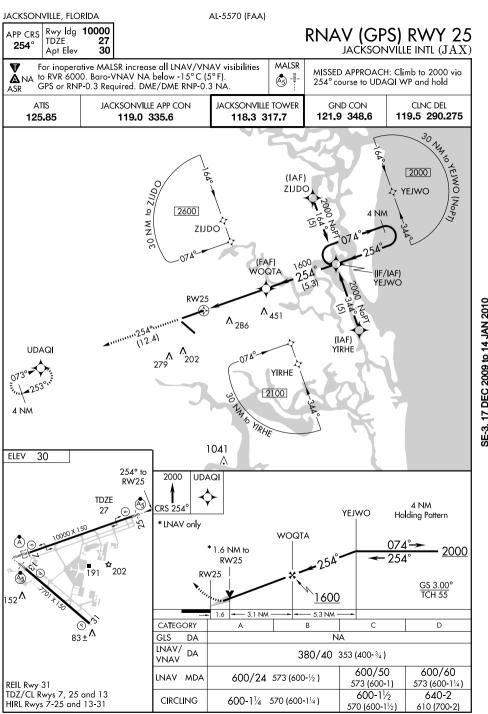
112.2 ORL :=:.

Chan 59 N28°32.56′ - W81°20.10′

L-21-23-24, H-8







SE-3, 17 DEC 2009 to 14, IAN 2010

(SAWGY1.OMN) 07298 SL-5570 (FAA) JACKSONVILLE INTL (JAX)SAWGY ONE DEPARTURE JACKSONVILLE, FLORIDÁ ATIS 125.85 CLNC DEL 119.5 290.275 GND CON 121.9 348.6 JACKSONVILLE TOWER 118.3 317.7 JACKSONVILLE DEP CON 118.0 351.8 DINNS 344 JA :=--N30° 27.90′-W81° 48.10′ CRAIG 114.5 CRG -----Chan 92 N30° 20.33′-W81° 30.60′ SAWGY Expect to cross at or above 4000'. N30°02.20' W81°11.19′ Expect to cross at or above 12,000'. ORMOND BEACH 112.6 OMN == Chan 73 N29°18,20′-W81° 06,76′ L-21-23-24, H-8

## DEPARTURE ROUTE DESCRIPTION

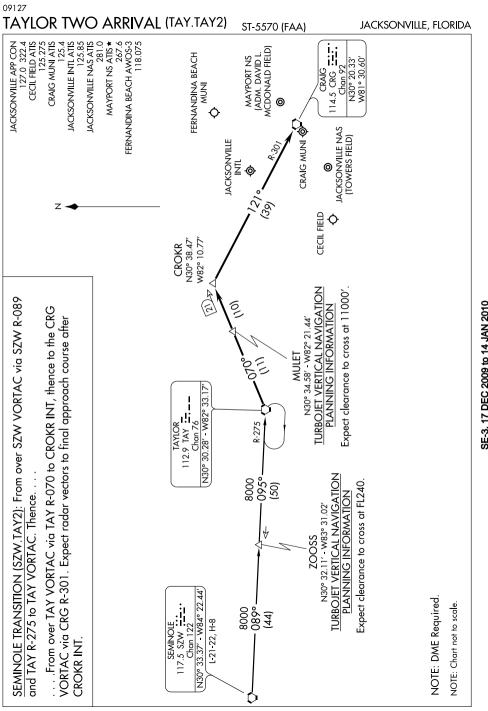
NOTE: Chart not to scale.

VORTAC.

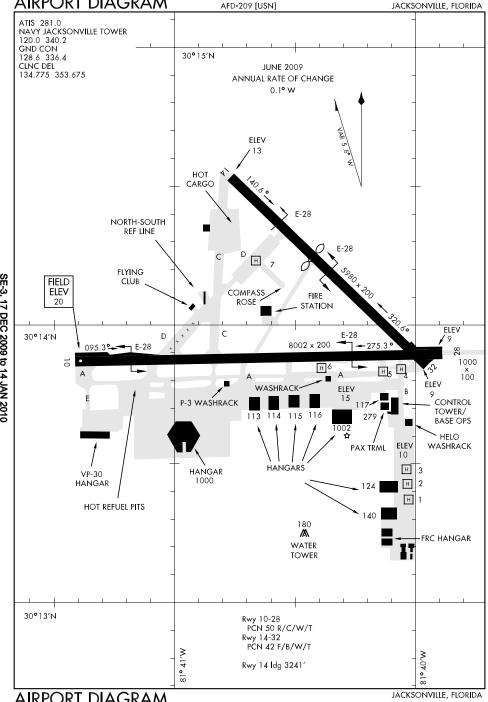
All aircraft maintain 3000 feet and expect to cross CRG VORTAC at or above 4000 feet. Expect to cross SAWGY INT at or above 12,000 feet. Expect clearance to requested altitude/flight level 10 minutes after departure.

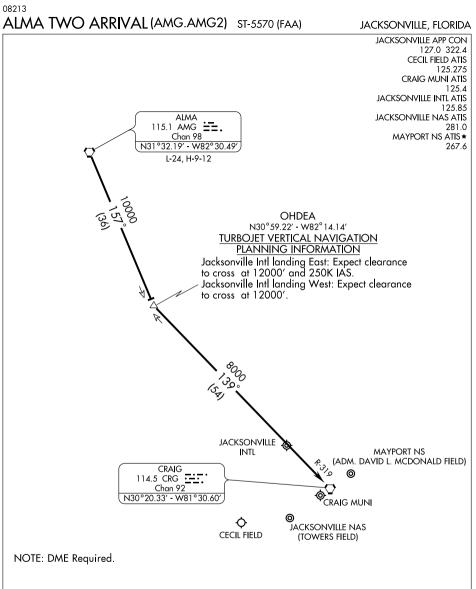
TAKE-OFF ALL RUNWAYS: Cleared as filed. Climb runway heading or as assigned for vectors to join CRG R-140 to SAWGY INT. Then via OMN R-355 to OMN

SE-3, 17 DEC 2009 to 14 JAN 2010



SE-3, 17 DEC 2009 to 14, IAN 2010

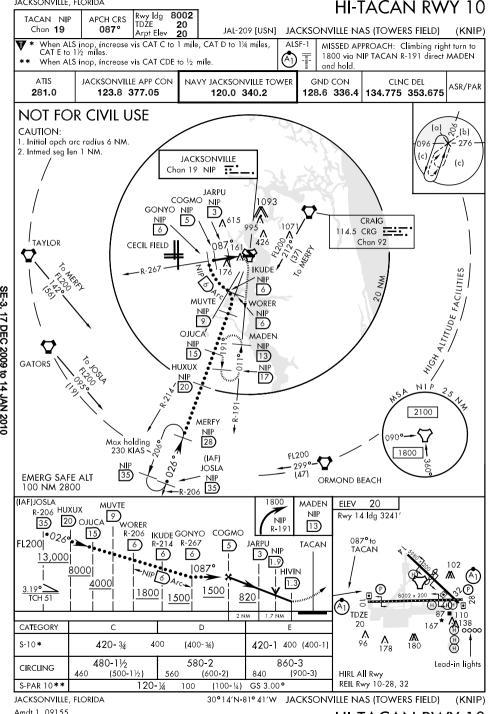


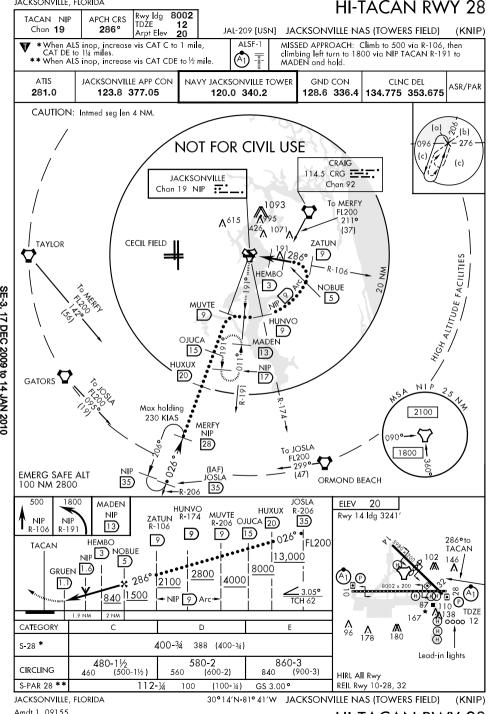


## ARRIVAL DESCRIPTION

From over ALMA VORTAC via AMG R-157 to OHDEA INT, then via CRG R-319 to CRG VORTAC. Expect radar vectors to final approach course.

NOTE: Chart not to scale.





From over ORL VORTAC via ORL R-355 to SHINR INT, thence via OMN R-315 to POGIE INT, thence via CRG R-195 to CRG VORTAC. Expect radar vectors to final approach course after CRG VORTAC.

NOTE: RADAR Required.

NOTE: DME Required.

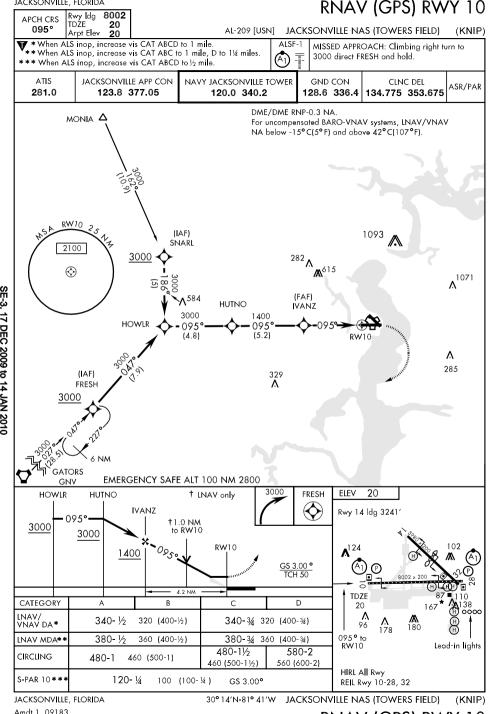
NOTE: Chart not to scale.

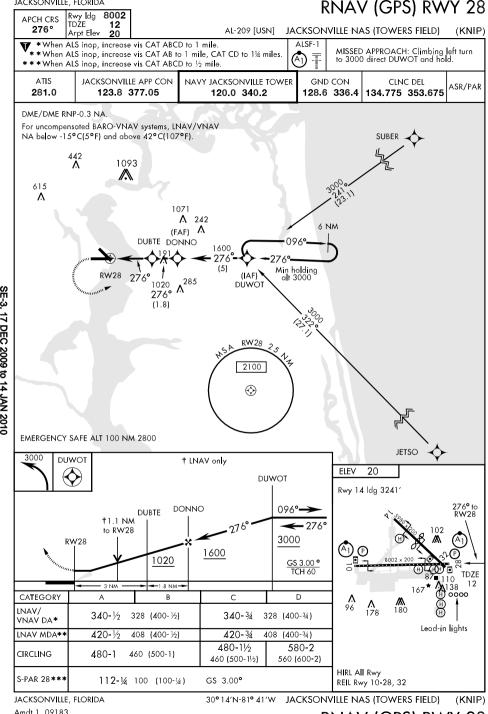
2000 355 (15) SE-3. 17 DEC 2009 to 14 JAN 2010

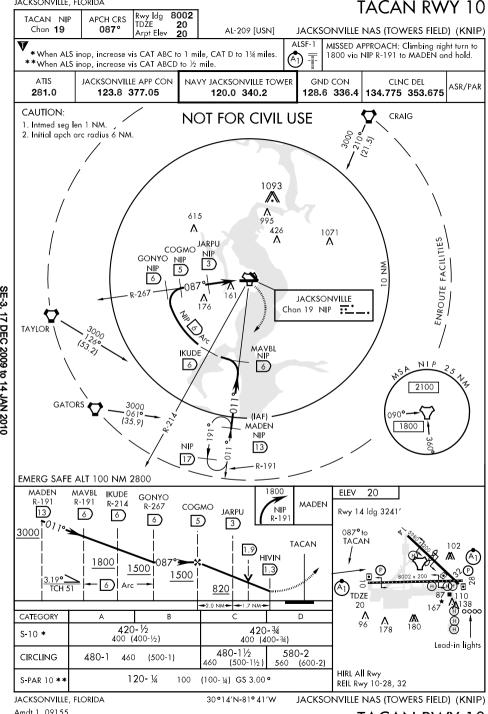
112.2 ORL :=:.

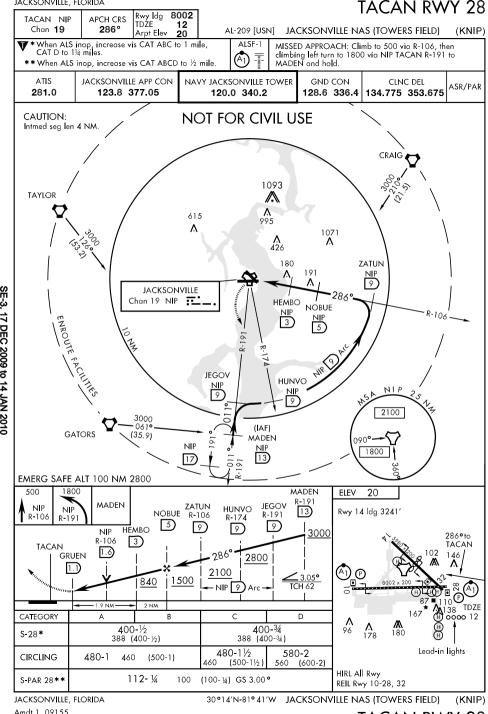
Chan 59 N28°32.56′ - W81°20.10′

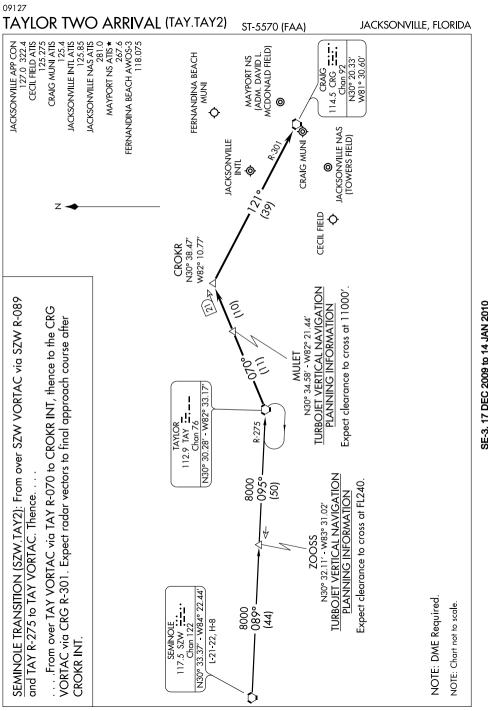
L-21-23-24, H-8

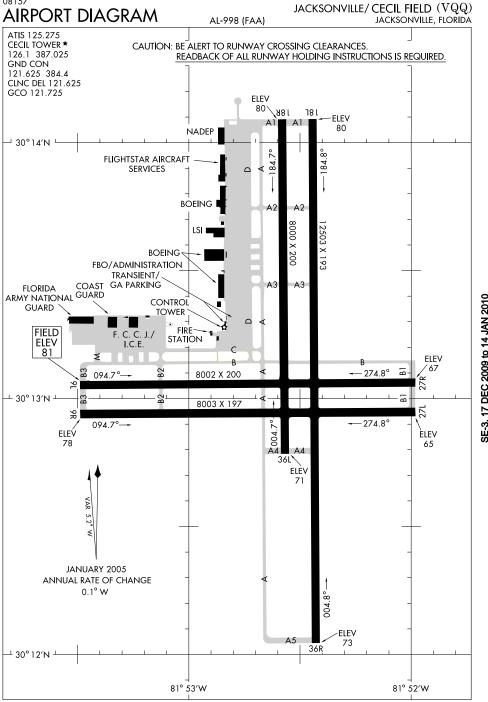


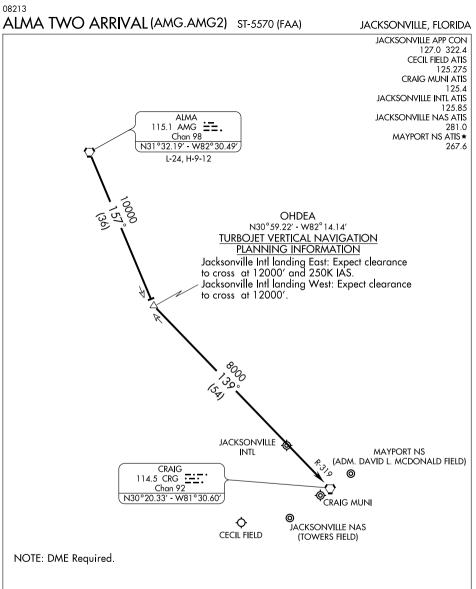








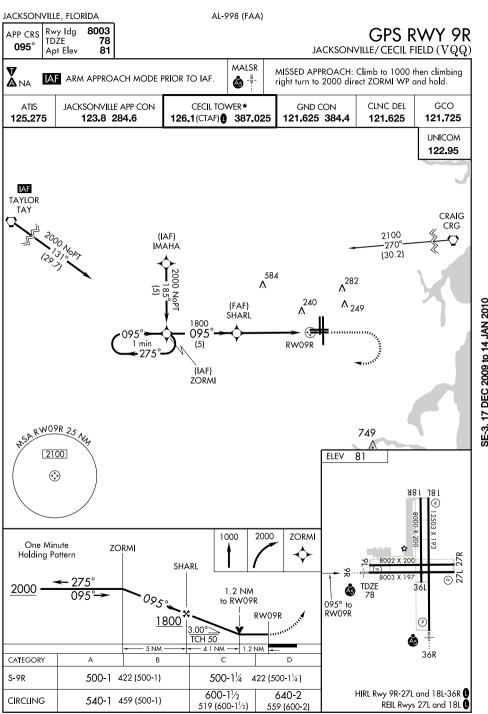


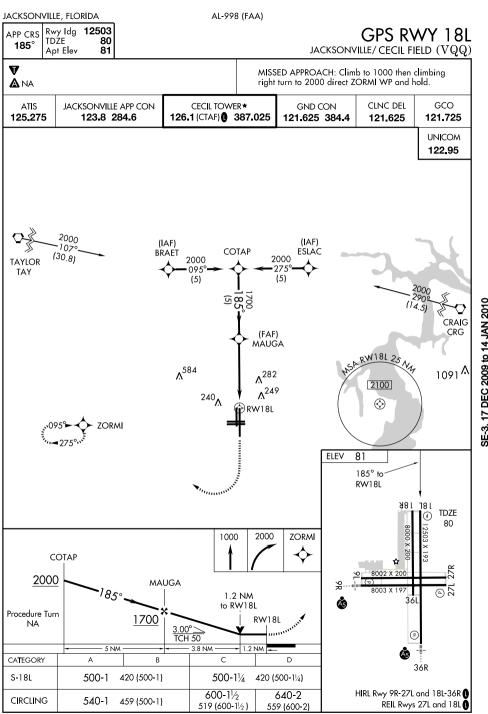


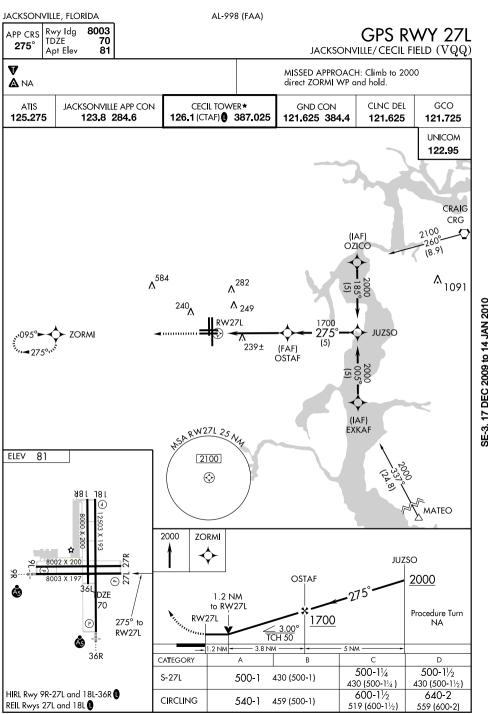
## ARRIVAL DESCRIPTION

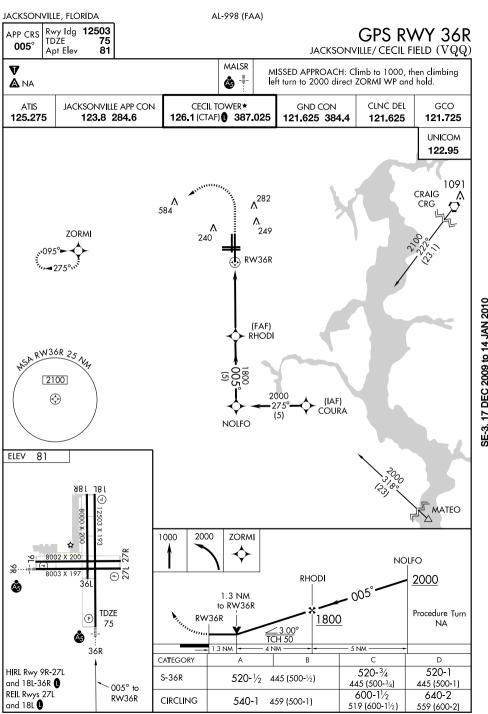
From over ALMA VORTAC via AMG R-157 to OHDEA INT, then via CRG R-319 to CRG VORTAC. Expect radar vectors to final approach course.

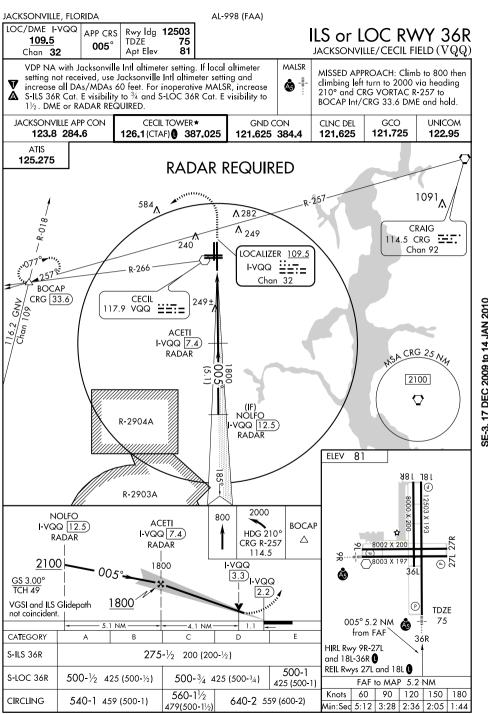
NOTE: Chart not to scale.











From over ORL VORTAC via ORL R-355 to SHINR INT, thence via OMN R-315 to POGIE INT, thence via CRG R-195 to CRG VORTAC. Expect radar vectors to final approach course after CRG VORTAC.

NOTE: RADAR Required.

NOTE: DME Required.

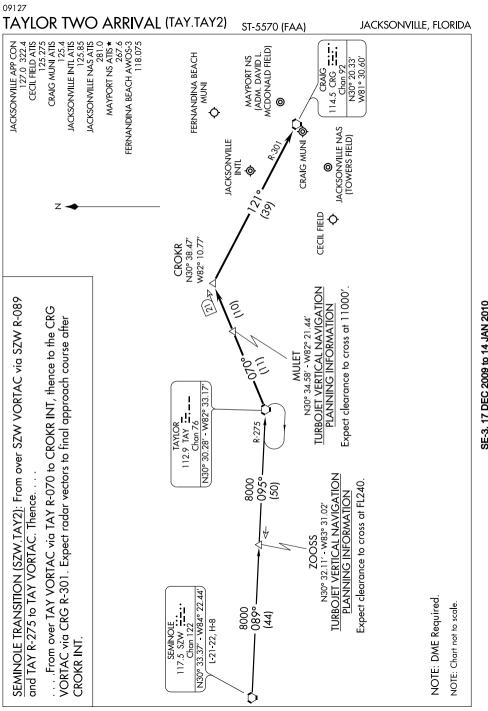
NOTE: Chart not to scale.

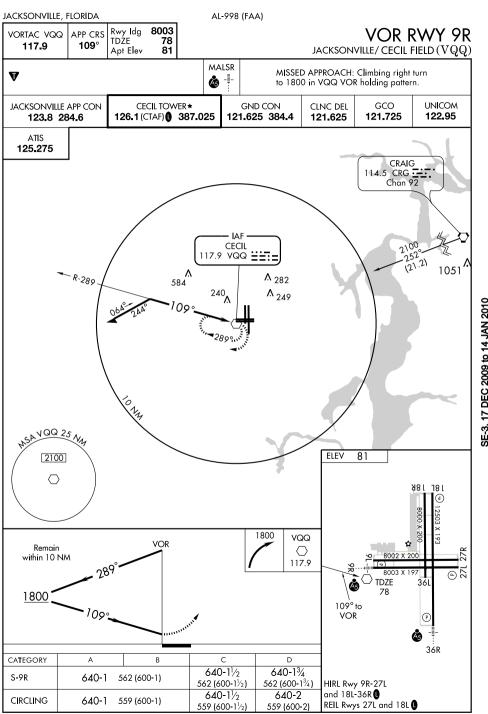
2000 355 (15) SE-3. 17 DEC 2009 to 14 JAN 2010

112.2 ORL :=:.

Chan 59 N28°32.56′ - W81°20.10′

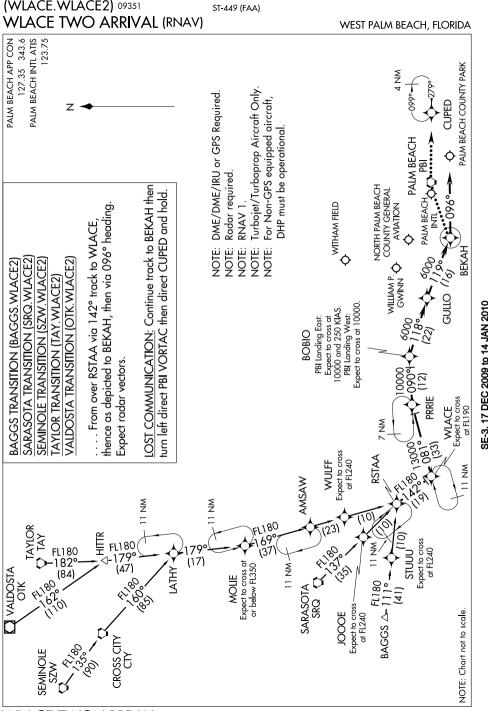
L-21-23-24, H-8





(FRWAY.FRWAY3) 09351 ST-449 (FAA) FRWAY THREE ARRIVAL (RNAV) WEST PALM BEACH, FLORIDA PALM BEACH APP CON 124.6 317.4 ORMONE **BEACH** AYBID TRANSITION (AYBID.FRWAY3) OMN ORMOND BEACH TRANSITION (OMN.FRWAY3) VERO BEACH TRANSITION (VRB.FRWAY3) . . . . From over FRWAY via 224° track to TUNNE, thence as depicted to CASKI. FILBE LOST COMMUNICATIONS: Continue track to CASKI then turn left direct PBI VORTAC direct CUPED and hold 12 NM OBEYS NOTE: DME/DME/IRU or GPS required. NOTE: RNAV 1. NOTE: Radar required. SE-3, 17 DEC 2009 to 14, IAN 2010 NOTE: Turbojet/Turboprop HURDE aircraft only. VERO BEACH **VRB** TUXXI Expect to cross at 10000 NOTE: Aircraft landing North Palm Beach County General Aviation (F45) via AYBID **SWOMP** Expect to cross at 8000 transition only. NOTE: For non-GPS equipped aircraft: Ormond Beach and Vero Beach transition-PHK STOOP and PBI must be operational; AYBID transition-PHK, PBI and VRB must be operational. **FRWAY** WILLIAM P. Landing West: **GWINN** NORTH PALM BEACH Expect Radar Vectors COUNTY GENERAL after FRWAY CASKI AVIATION Landing East: Expect TUNNE Radar Vectors after CASKI SANZZ (19)4 NM PALM BEACH INTL PALM BEACH **CUPED** PBI NOTE: Chart not to scale.

(TUXXI.TUXXI1) 07298 ST-449 (FAA) TUXXI ONF ARRIVAL WEST PALM BEACH, FLORIDA PALM BEACH APP CON ARRIVAL DESCRIPTION 124.6 317.4 PALM BEACH INTL ATIS 123.75 ORMOND BEACH ORMOND BEACH TRANSITION (OMN.TUXXI1): 112.6 OMN == From over OMN VORTAC via OMN R-147 to HURDE Chan 73 N29°18.20′ INT then via PBI R-359 to STOOP INT thence W81°06.76′ VERO BEACH TRANSITION (VRB.TUXXI1): L-21-23-24, H-8 From over VRB VORTAC via VRB R-143 to TUXXI INT then via PBI R-359 to STOOP INT thence... FILBE N28°42.14′ W80° 40.60′ . . . From over STOOP INT, depart STOOP INT heading 160° and expect radar vectors to final approach course. **OBEYS** N28°10.51′ - W80°17.94′ TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION SE-3, 17 DEC 2009 to 14, IAN 2010 Expect to cross at FL240 **HURDE** N28°01.51 W80°11.55′ VERO BEACH 117.3 VRB ::: Chan 120 N27°40.71′ W80° 29.38′ L-23-24, H-8 10000 TUXXI N27°19.08′ - W80°08.19′ 143 TURBOJET VERTICAL **NAVIGATION** PLANNING INFORMATION Expect to cross at 10,000' NOTE: Turbojets and છ્થ Turboprops only. NOTE: DME Required. STOOP 127°15.19′ - W80°07.88′ PAHOKEE Expect Radar Vectors 115.4 PHK .... to Final Approach Chan 101 course. PALM BEACH WILLIAM P. GWINN 11*5.7* PBI ≒ ... Chan 104 N26°40.80′ PALM BEACH INTL W80° 05.19′  ${f Q}_{\sf PALM}$  beach county park BOCA RATON 🗘 NOTE: Chart not to scale.



(ANNEY.ANNEY1) 08157 ST-257 (FAA) ANNEY ONE ARRIVAL MIAMI, FLORIDA MIAMI APP CON ORMOND BEACH 124.85 322.3 112.6 OMN == KENDALL TAMIAMI EXECUTIVE ATIS Chan 73 124.0 N29°18.20′ - W81°06.76′ MIAMI INTL ATIS L-21-23-24, H-8 119 15 HOMESTEAD ARB ATIS ★ 132.275 269.9 N MELBOURNE **PCMAN** 110.0 MLB ...: N28° 32.88′ Chan 37 W80°48.63′ N28° 06.32′-W80° 38.12′ 1-23-24 VFRO BEACH 117.3 VRB Chan 120 N27°40.71′ - W80°29.38′ L-23-24, H-8 PHORD SE-3, 17 DEC 2009 to 14, IAN 2010 N27°18.08′ - W80°20.18′ **TURBOJET** VERTICAL NAVIGATION PLANNING INFORMATION Expect to cross at FL240. FREEPORT 113.2 ZFP :-=: PALM BEACH Chan 79 115.7 PBI :---ANNEY Chan 104 N26° 33.32′ N26° 27.94′ - W80° 02.97′ N26°40.80′-W80°05.19′ W78° 41.87′ TURBOJET L-23. H-8 VERTICAL NAVIGATION PLANNING INFORMATION Miami Intl landing east: 5000 Expect to cross at 13000'. 269 Miami Intl landing west: (73)Expect to cross at 11000' HILEY N26° 15.26′ VIRGINIA KEY W80°00.79′ 117.1 VKZ **≌≟≒.** Chan 118 N25°45.11′ - W80°09.27′ **KAINS** N25° 57.78′ KENDALL-W80° 05.71′ MIAMI TAMIAM NOTE: DME Required. INTL **EXECUTIVE** NOTE: Turbojets and Turboprops only. O HOMESTEAD ARB **HOMESTEAD** OCEAN REEF CLUB **GENERAL** AVIATION NOTE: Chart not to scale. (Private)

ST-257 (FAA) 06047 ANNEY ONE ARRIVAL (ANNEY.ANNEY1) MIAMI, FLORIDA

## ARRIVAL ROUTE DESCRIPTION

FREEPORT TRANSITION (ZFP.ANNEY1): From over ZFP VOR/DME via ZFP R-269 to ANNEY INT. Thence . . . .

MELBOURNE TRANSITION (MLB.ANNEY1): From over MLB VOR/DME via

MLB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI

R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

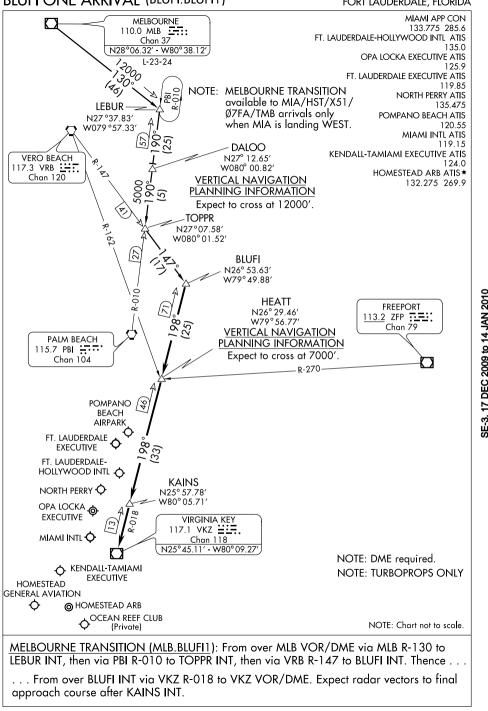
ORMOND BEACH TRANSITION (OMN.ANNEY1): From over OMN VORTAC

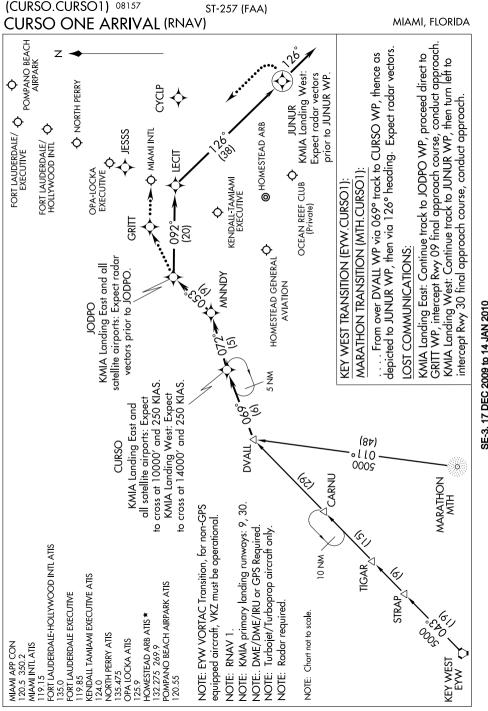
via OMN R-161 to PCMAN INT, then via MLB R-343 to MLB VORTAC then via VRB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . . VERO BEACH TRANSITION (VRB.ANNEY1): From over VRB VORTAC via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174

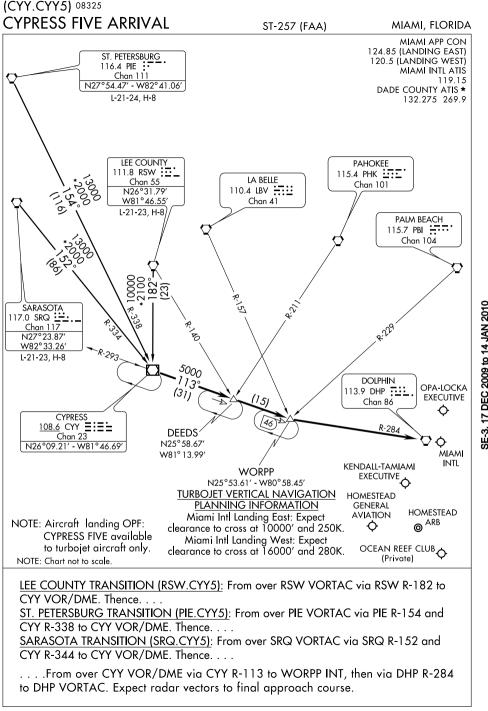
to ANNEY INT. Thence . . . . . . From over ANNEY, then via PBI R-174 to HILEY, then via VKZ R-018 to

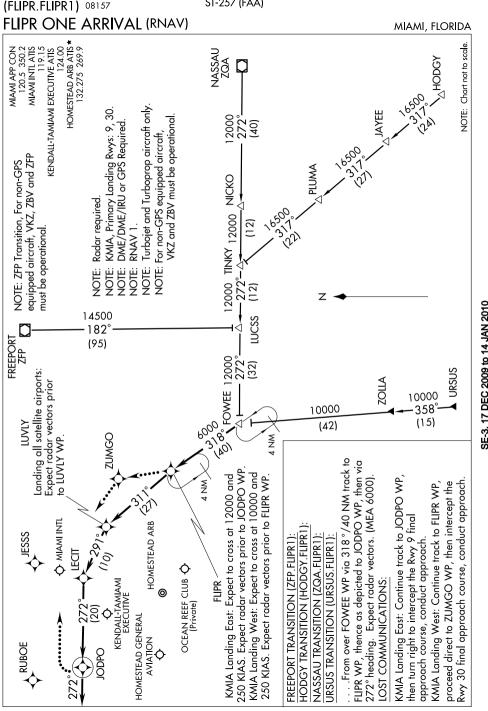
VKZ VOR/DME. Expect radar vectors to final approach course after KAINS.

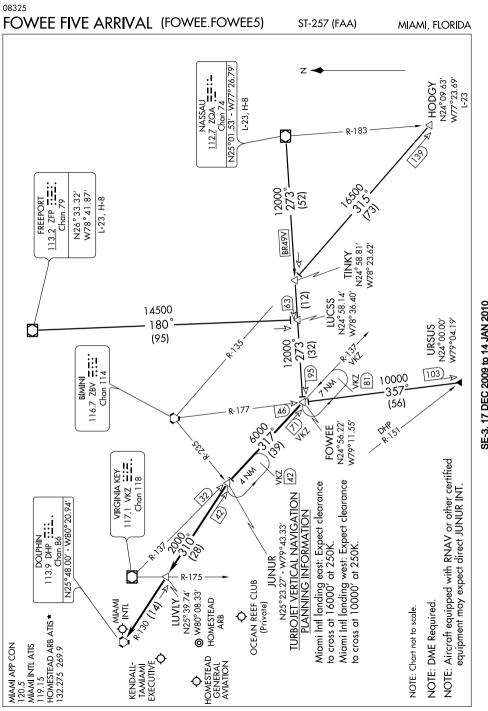
SE-3, 17 DEC 2009 to 14 JAN 2010





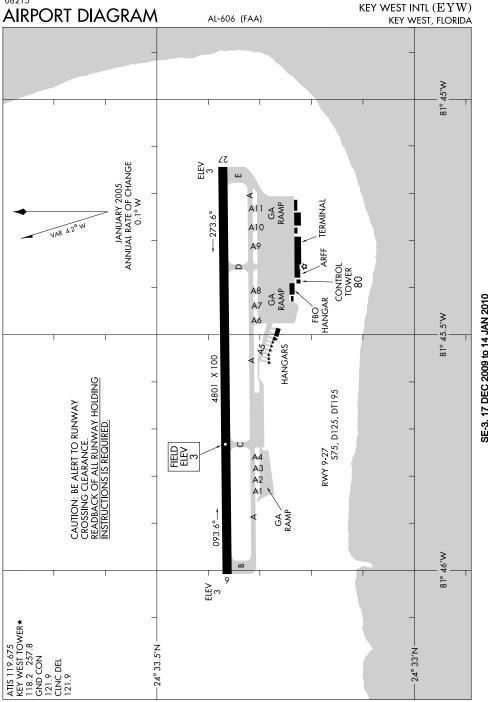


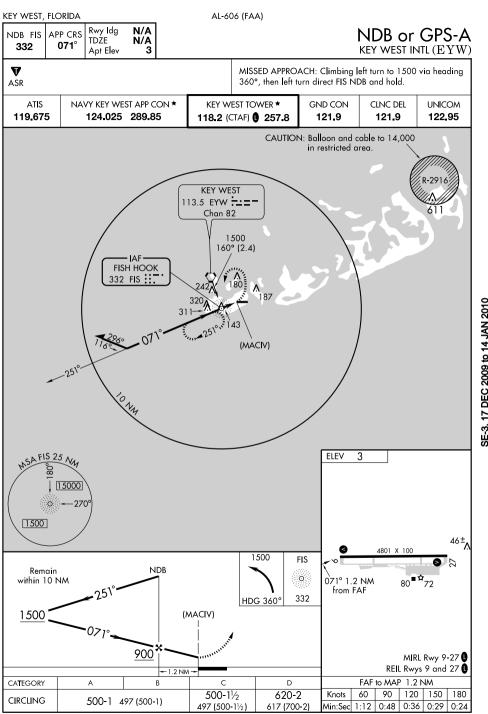


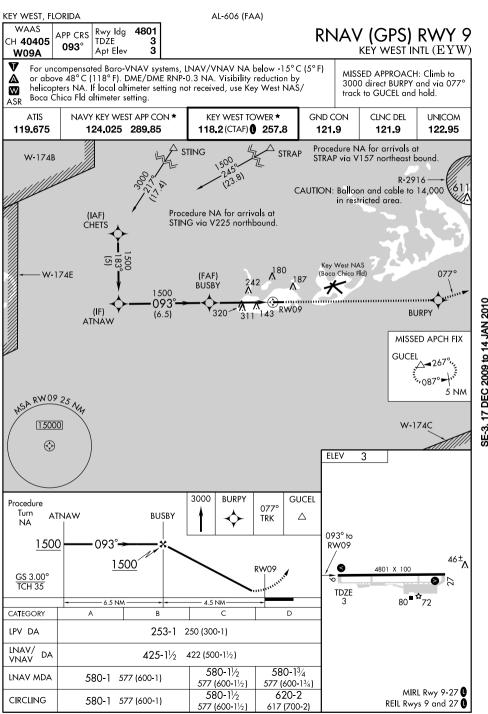


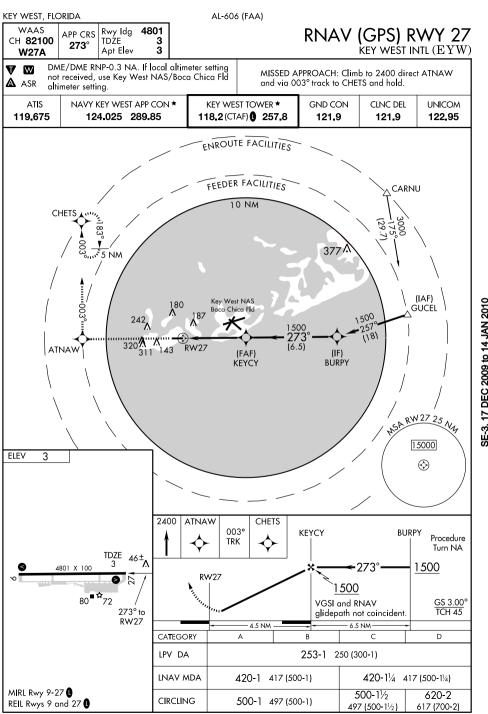
ST-257 (FAA) 03191 FOWEE FIVE ARRIVAL (FOWEE.FOWEE5) MIAMI, FLORIDA ARRIVAL DESCRIPTION FREEPORT TRANSITION (ZFP.FOWEE5): From over ZFP VOR/DME via ZFP R-180 to LUCSS INT, then via ZQA R-273 to FOWEE INT. Thence . . . . HODGY TRANSITION (HODGY.FOWEE5): From over HODGY INT via ZBV R-135 to TINKY INT, then via ZQA R-273 to FOWEE INT. Thence . . . NASSAU TRANSITION (ZQA.FOWEE5): From over ZQA VOR/DME via ZQA R-273 (BR49V) to FOWEE INT. Thence . . . . URSUS TRANSITION (URSUS FOWEE5): From over URSUS INT via ZBV R-177 to FOWEE INT. Thence . . . . . . . . From over FOWEE INT via VKZ R-137 to JUNUR INT, then via DHP R-130 to DHP VORTAC. Expect radar vectors to final approach course after LUVLY INT. SE-3, 17 DEC 2009 to 14, IAN 2010 (HILEY.HILEY2) 07074 ST-257 (FAA) HILEY TWO ARRIVAL (RNAV) MIAMI, FLORIDA FREEPORT TRANSITION (ZFP.HILEY2): MIAMI APP CON ORMOND 124.85 322.2 JORAY TRANSITION (JORAY.HILEY2): **BEACH** MIAMI INTL ATIS OMN ORMOND BEACH TRANSITION (OMN.HILEY2): 119 15 14 NM From over HILEY WP via 199°/18 NM track KENDALL-TAMIAMI EXECUTIVE ATIS to KAINS WP, thence as depicted to RUBOE WP, HOMESTEAD ARB ATIS ★ then via 271° heading. Expect radar vectors. 12 NM 132.275 269.9 LOST COMMUNICATIONS: **PCMAN** KMIA Landing East: Continue track to RUBOE WP then turn left to intercept Rwy 8L final approach course, conduct approach. **JORAY** KMIA Landing West: Continue track to HILEY WP, proceed to proceed direct to HOXIL WP, then turn right to intercept Rwy 26R final approach course, conduct approach. MFIBOURNE MIB OSOGY VERO BEACH **VRB** SE-3, 17 DEC 2009 to 14, IAN 2010 **ENVOY FREEPORT** ZFP **PHORD** 10000 YOSS 274 (50)5 NM PALM BEACH PBI MILSY KMIA Landing East: Expect to cross at 16000 and 250 KIAS. **ANNEY** KMIA Landing West: Expect to KMIA Landing East: Expect to **BOYUR** cross at 13000 and 250 KIAS. cross at 13000 and 250 KIAS. KMIA Landing West: Expect to cross at 11000 and 250 KIAS. HILEY NOTE: Primary Landing Runways: 08L, 12, 26R. NOTE: DME/DME/IRU or GPS Required. CIMBA NOTE: RNAV 1. JESSS NOTE: Radar Required. 271°\_RUBOE NOTE: Turbojet/Turboprop aircraft only. (6) (31)MIAMI INTL NOTE: OMN Transition, for non-GPS equipped aircraft, JODPO -DHP must be operational. KENDALL-TAMIAMI NOTE: ZFP Transition, for non-GPS HOMESTEAD ARB **EXECUTIVE** equipped aircraft, FLL and PBI must be OCEAN REEF CLUB operational. HOMESTEAD GENERAL (Private) NOTE: Chart not to scale. AVIATION

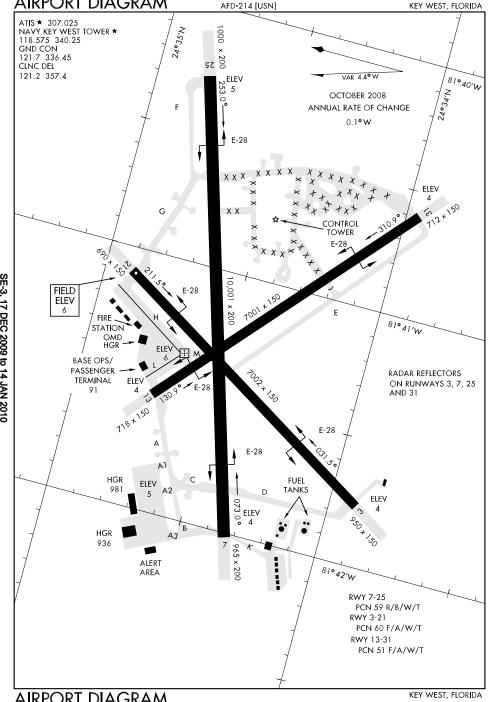
(SSCOT.SSCOT1) 08325 SSCOT ONE ARRIVAL (RNAV) ST-257 (FAA) MIAMI, FLORIDA MIAMI APP CON VALDOSTA 🕻 120.5 350.20 TAYLOR MIAMI INTL ATIS OTK TAY 119 15 KENDALL TAMIAMI EXECUTIVE ATIS 124 00 NORTH PERRY ATIS 135 475 FL180 -181° (84) SEMINOLE **OPA LOCKA ATIS** S7W 125.90 ARRIVAL ROUTE DESCRIPTION **HEVVN** BAGGS TRANSITION (BAGGS.SSCOT1): SEMINOLE TRANSITION (SZW.SSCOT1): HITTR **IFGGT** TAYLOR TRANSITION (TAY.SSCOT1): **PLYER** VALDOSTA TRANSITION (OTK.SSCOT1): From over BAARY via 141° track to CYY VOR/DME, thence as depicted to LECIT, SFATE then via 126° heading. Expect radar vectors. 11 NM SE-3, 17 DEC 2009 to 14, IAN 2010 LOST COMMUNICATIONS: 11 NM MIA Landing East: Continue track to LECIT, intercept the Runway 8L approach. **BAGGS** JUUII MIA Landing West: Continue track to LECIT, then proceed direct to JUNUR, then turn left to 11 NM , % (8) intercept the Runway 30 approach. **BAARY CYPRESS** 141° SSCOT CYY 11 NM (36)MIA Landing East: Expect to cross SSCOT at 10,000 and 250 KIAS. MIA Landing West: Expect to cross SSCOT at 16,000 and 280 KIAS. , DEEDS LECIT MIA Landing Runway 27: 11 NM Expect radar vectors WALIP prior to LECIT. MIA Landing Runways 8 L/R, 26 L/R: Expect 9 NM radar vectors prior OPA-LOCKA to WALIP. **EXECUTIVE** NOTE: RNAV 1. NOTE: Radar Required. 5000 8 NM MIAMI INTL NOTE: Turbojet/Turboprop aircraft only. 091 NOTE:. DME/DME/IRU or GPS Required. (13)NOTE: For non-GPS equipped aircraft; PHK must be operational. RUBOF NOTE: Land OPF-Turbojet aircraft only. KENDALL-TAMIAMI MIA Landing Runways **EXECUTIVE** 9, 12 and Landing All JUNŪR Satellite Airports: Expect 0 radar vectors prior to **HOMESTEAD** RUBOE. **HOMSTEAD** AFB **GENERAL** AVIATION OCEAN REEF CLUB NOTE: Chart not to scale. (Private)









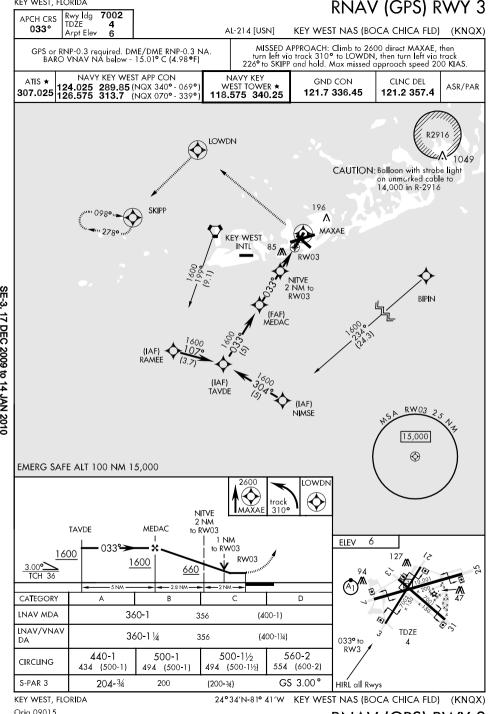


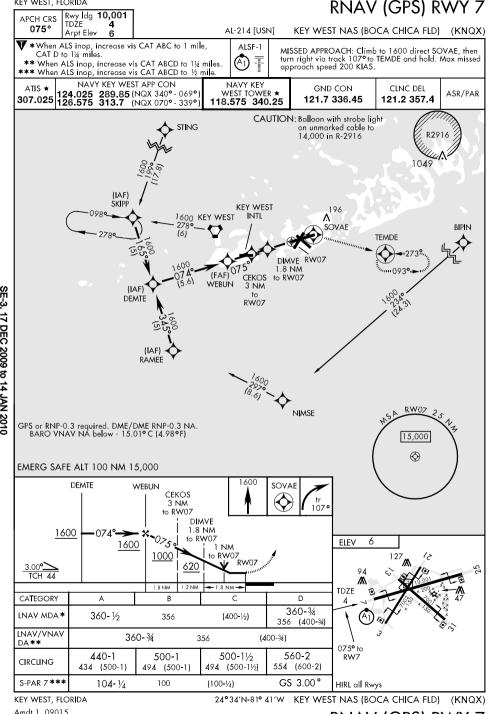
HI-TACAN RWY 3 Rwy Idg TDZE 7002 TACAN NOX APCH CRS Chan **78** 040° KEY WEST NAS (BOCA CHICA FLD) (KNQX) JAL-214 [USN] Arpt Elev V MISSED APPROACH: Climb to 1600 via R-220 to NQX TACAN then via R-090 to CANIN (NQX R-090/6 DME) and hold. NAVY KEY WEST APP CON NAVY KEY ATIS \* GND CON CLNC DEL 124.025 289.85 (NQX 340° 069°) WEST TOWER \* ASR/PAR 307.025 121.7 336.45 121.2 357.4 (NQX 070° - 339° 126 575 118.575 340.25 313.7 CAUTION: Balloon with strobe CAUTION: Intmed seg len 5 NM. light on unmarked (a) cable to 14,000' in R-2916. (b) KEY WEST ورق Chan 78 NQX =:-• R-2916 KEY WEST KEY WEST INTL 113.5 EYW :---CANIN NQX Chan 82 1049 6 PANDA NQX R-090 " 090° NQX DEPAC NQX 22) NQX SE-3, 17 DEC 2009 to 14 JAN 2010  $\Box$ **3** 6 R-248 SEBLE NQX (IAF) THUMP [11] NQX 22) 20 NM NQX 15,000 1400 EMERG SAFE ALT 100 NM 15,000 1600 **ELEV** NQX THUMP NQX ح/ R-248 PANDA R-248 SEBLE R-220 NQX R-220 R-090 22) OTABE 11 11 94 DEPAC 14,000 068° 6)  $\widehat{A_1}$ TACAN 3 2.1 Or as directed by ATC HEVEL 040° 1600 1.8 1600 0 620 11) Arc TDZE -3 NM .2 NM CATEGORY С 040° to 340-11/4 S-3 340 - 1336 (400-1)TACAN 336 (400-11/4) 500-11/2 CIRCLING 560-2 554 (600-2)494 (500-11/2) HIRL all Rwys 204-3/4 200 (200-34) S-PAR 3 GS 3.00° 24°34′N-81° 41′W KEY WEST, FLORIDA KEY WEST NAS (BOCA CHICA FLD) (KNQX)

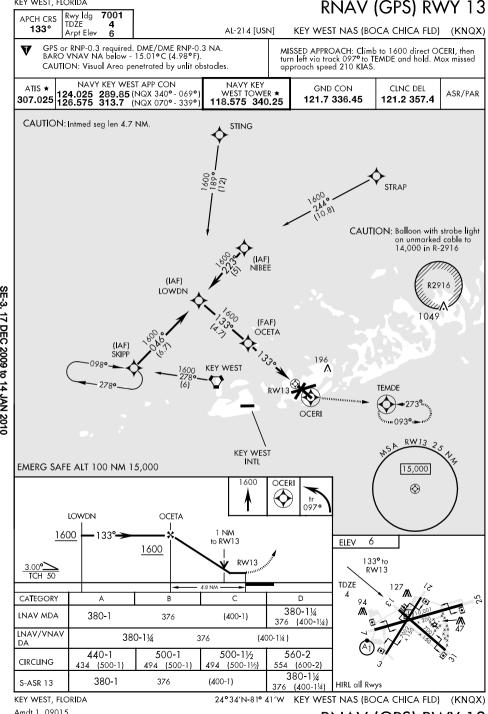
HI-TACAN RWY 31 Rwy Idg TDZE 7001 TACAN NOX APCH CRS Chan **78** 331° JAL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX) Arpt Elev V MISSED APPROACH: Climbing right turn to 1600 to intercept NQX R-090 to CANIN (NQX R-090/6 DME) NAVY KEY WEST APP CON NAVY KEY ATIS \* GND CON CLNC DEL 124.025 289.85 (NQX 340° 069°) WEST TOWER \* ASR/PAR 307.025 121.7 336.45 121.2 357.4 126.575 313.7 (NQX 070° 339° 118.575 340.25 CAUTION: Balloon with strobe (a) light on unmarked cable to 14,000' in R-2916. CAUTION: Intmed seg Ien 5 NM. KEY WEST KEY WEST R2916 113.5 EYW :---Chan 78 NQX Chan 82 CANIN NQX 1049 6 KEY WEST INTL R-090 NOX ۰۰۰090°۰۰ 22 NQX SE-3, 17 DEC 2009 to 14 JAN 2010 **TWNKY**  $\square$ SPAAD NQX NQX PANDA 6  $\Box$ -R-248 (IAF) THUMP NQX 22) NQX 20 NM 15,000 1400 EMERG SAFE ALT 100 NM 15,000 1600 CANIN **ELEV** THUMP R-090 PANDA R-248 NOX R-248  $\Box$ SPAAD R-090 22 ح/ R-151 11) 18,000 -068 **TWNKY** 11) TACAN 6 94 or as 1.6 directed NOLEE 12,000 by ATC 331 1600 1600 2.85° \_\_\_\_\_ TCH 50 (Āī 11) Arc TDZE **--** 4.5 NM− CATEGORY С 296 S-31 300-1 (300 - 1)331° to 500-11/2 **TACAN** 560-2 554 (600-2)494 (500-11/2) CIRCLING 336 (400-1)S-ASR 31 340-1 HIRL all Rwys KEY WEST, FLORIDA 24°34′N-81° 41′W KEY WEST NAS (BOCA CHICA FLD) (KNQX)

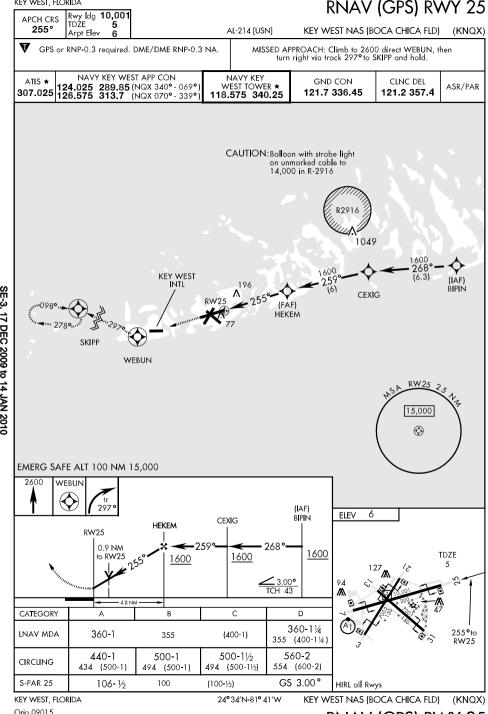
KEY WEST, FLORIDA HI-TACAN Y RWY 7 Rwy ldg 10,001 TACAN NOX APCH CRS 068° Chan **78** KEY WEST NAS (BOCA CHICA FLD) JAL-214 [USN] Arpt Elev \*When ALS inop, increase vis CAT C to 1 mile, CAT DE to 1½ miles. ALSF-1 MISSED APPROACH: Climb to 1600 via R-248 to Âì NQX TACAN then via R-090 to CANIN \*\* When ALS inop, increase vis CAT CDE to ½ mile. (NQX R-090/6 DME) and hold. NAVY KEY WEST APP CON NAVY KEY ATIS ★ GND CON CLNC DEL WEST TOWER \* 124.025 289.85 (NQX 340° - 069°) ASR/PAR 307.025 126.575 121.7 336.45 121.2 357.4 (NQX 070° - 339° 118.575 340.25 313.7 CAUTION: Balloon with strobe light on unmarked (a) CAUTION: Intmed seg len 5 NM cable to 14,000' in 248 R-2916. (b) رص ٔ **KEY WEST** (c) Chan 78 NQX =: R-2916 KEY WEST 113.5 EYW Chan 82 CANIN NQX 1049 KEY WEST INTL 196 6 164 3000 R-090 NQX 0900 UCGOR NQX 22 NQX SE-3, 17 DEC 2009 to 14 JAN 2010 2.5  $\Box$ 0680 **PANDA** 6 NQX [11] R-248 (IAF) THUMP NQX 22) NQX 20 NM 15,000 1400 EMERG SAFE ALT 100 NM 15,000 1600 **ELEV** THUMP NQX R-248 **PANDA** NQX NQX OBBIN 22)  $\Box$ R-248 R-090 6 UTERE **UCGOR** 0680 4 TACAN 14,000 2.5) 1.9) ح/ 3000 Or as ZALVO directed 94 by ATC 1600 1.1) 1000 3.51° 580 TCH 42 4 NM TDZE С Е CATEGORY S-7 \* 360-34 356 (400-34) 068° to TACAN 500-11/2 560-2 (600-2)CIRCLING 554 494 (500-11/2) 104-1/4 100 (100-1/4) GS 3.00° HIRL all Rwys S-PAR 7 \*\* KEY WEST, FLORIDA 24°34′N-81° 41′W KEY WEST NAS (BOCA CHICA FLD) (KNQX) 00015

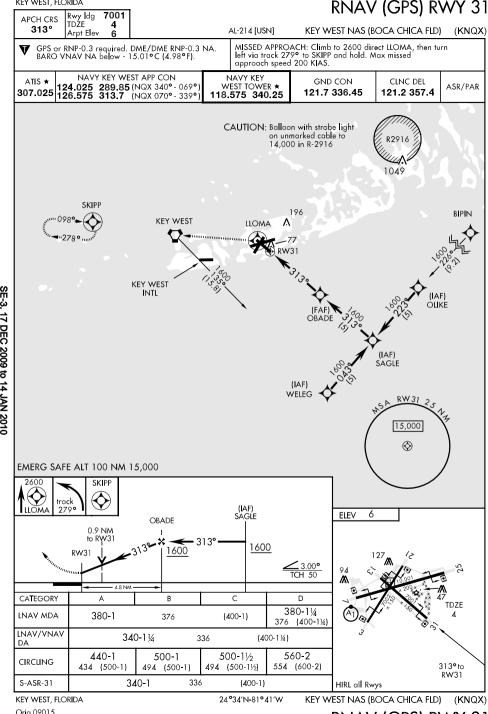
KEY WEST, FLORIDA HI-TACAN Z RWY 7 VORTAC EYW Rwy ldg **10,001** TDZE **4** APCH CRS 113.5 098° KEY WEST NAS (BOCA CHICA FLD) (KNQX) JAL-214 [USN] Arpt Elev Chan 82 ALSF-1 \*When ALS inop, increase vis CAT C to 1 mile, CAT DE MISSED APPROACH: Climbing left turn to 1600 to intercept to 11/4 miles. EYW R-090 to CANIN and hold. \*\*When ALS inop, increase vis CAT CDE to 1/2 miles. NAVY KEY WEST APP CON NAVY KEY ATIS ★ GND CON CLNC DEL WEST TOWER \* 124.025 289.85 (NQX 340° 069°) ASR/PAR 307.025 126.575 313.7 (NQX 070° - 339°) 121.7 336.45 121.2 357.4 118.575 340.25 CAUTION: Balloon with strobe light on unmarked 3<sub>05</sub> cable to 14,000' in KEY WEST R-2916. 113.5 EYW :---Chan 82 R29 IAF JUSTA EYW CANIN EYW R-090 10 SKIPP **FORRA** 1049 R-278 6 4.2 196 12.5 ·270° R-090 3[] R-098 -XXX SE-3, 17 DEC 2009 to 14 JAN 2010 KEY WEST 17.5 EYW 21) 055 IAF THUMP .R.235 EYW 16.5 20 NM EYW 15,000 1400 EMERG SAFE ALT 100 NM 15,000 (IAF) THUMP (IAF) CANIN **ELEV** \*\*\*Or as directed EYW R-090 SAXNN JUSTA R<u>-27</u>8 1600 16.5 R-235 SKIPP EYW 12.5 10) 10) 6 R-090 ·055°• VORTAC 16,000° **FORRA** 098°5.5 NM 4.2) from FAF 10000 ح/ '098°• 4.3) ECIPA 127 7000 1600 5.5 \*\*\* 94 1600 10)  $\tilde{A}_1$ 480 3.04° TCH 42 €6.5 NM-> -4 NM -> **→** 6 NM→ 4.2 NM---1.3 NM-CATEGORY С D Е TDZE 🗞 360-34 4 356 (400-34) S-7 \* 500-11/2 560-2 CIRCLING 554 (600-2)494 (500-11/2) HIRL all Rwys 104-1/4 100 (100-1/4) GS 3.00° S-PAR 7 \*\* KEY WEST, FLORIDA 24°34′N-81° 41′W KEY WEST NAS (BOCA CHICA FLD) (KNQX) 00015

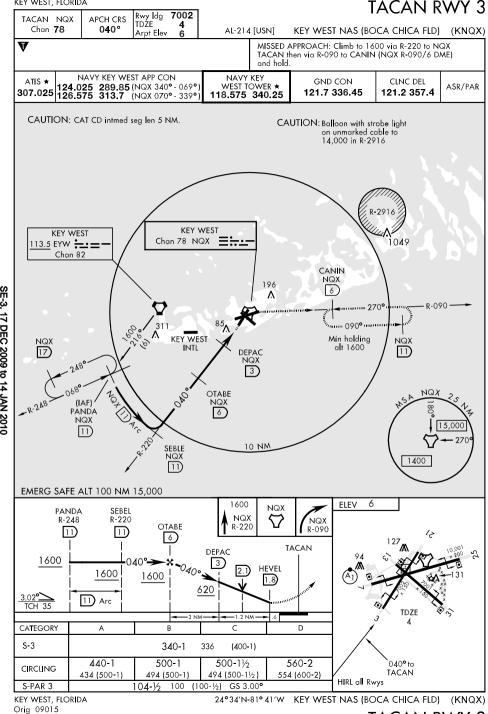


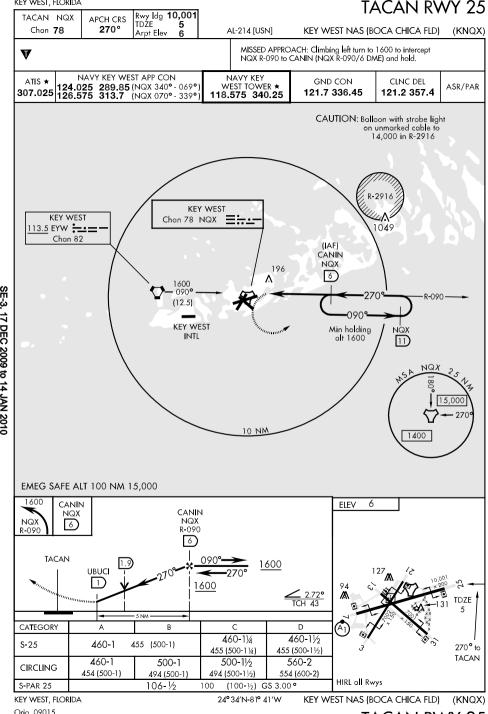






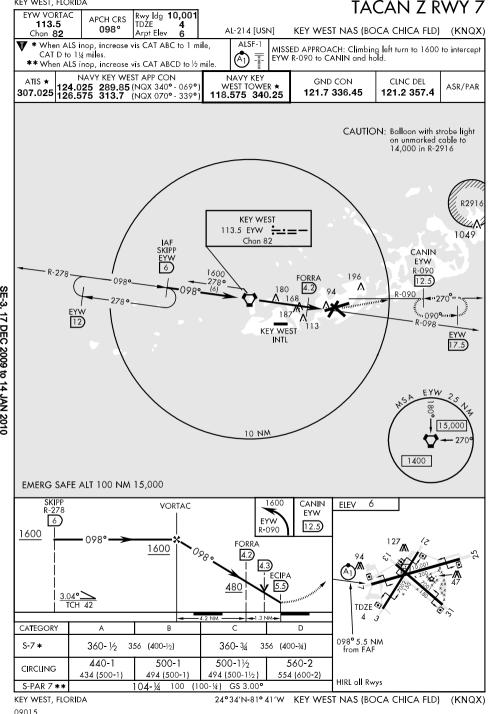


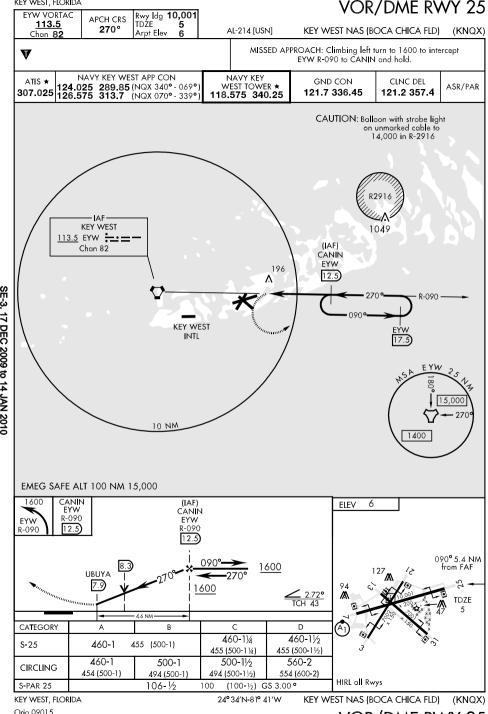


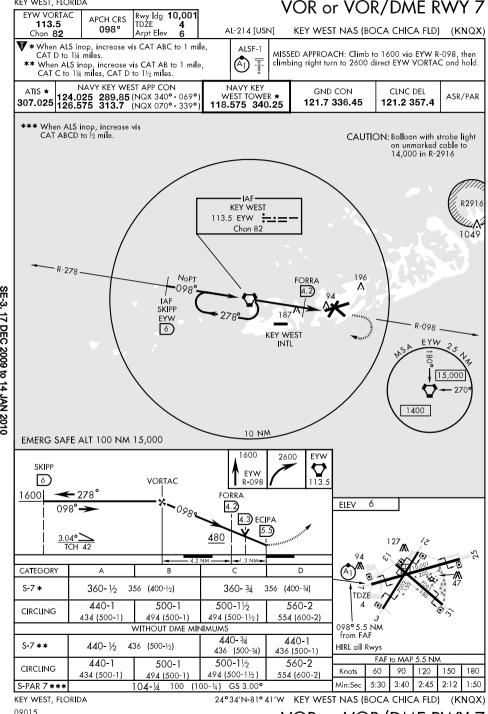


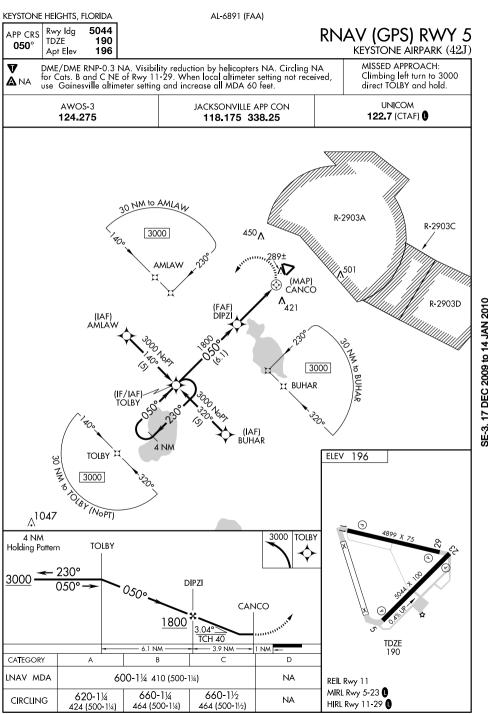
tacan rwy 31 Rwy Idg TDZE 7001 TACAN NOS APCH CRS Chan **78** 331° KEY WEST NAS (BOCA CHICA FLD) AL-214 [USN] (KNQX) Arpt Elev V MISSED APPROACH: Climbing right turn to 1600, intercept NQX R-090 to CANIN (NQX R-090/6 DME) and hold. NAVY KEY WEST APP CON NAVY KEY GND CON ATIS ★ CLNC DEL 025 289.85 (NQX 340° 069°) WEST TOWER \* 118.575 340.25 ASR/PAR 307 025 126 575 313 7 121.7 336.45 121.2 357.4 (NQX 070° - 339° CAUTION: CAT CD intmed seg len 5 NM. CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916 R-2916 KEY WEST KEY WEST Chan 78 NQX 1049 113.5 EYW :---Chan 82 CANIN NQX 196 6 KEY WEST ۸ INTL SE-3, 17 DEC 2009 to 14 JAN 2010 ..... 270° R-090 NQX NQX  $\Box$ 17 TWNKY (IAF) 1 NQX PANDA 6 NQX NQX m **SPAAD** NQX 15,000 11 270 1400 EMERG SAFE ALT 100 NM 15,000 1600 CANIN **ELEV** SPAAD PANDA R-090 TWNKY R-248 R-151 NQX 6 6)  $\Box$ TI) R-090 94 331° TACAN 1600 1600 1600 NOLEE (Āī) **TDZE** 11) Arc 4.5 NM-CATEGORY Α D S-31 300-1 296 (300-1)331° to TACAN 440-1 500-11/2 560-2 500-1 CIRCLING 554 (600-2) 434 (500-1) 494 (500-1) 494 (500-11/2) S-ASR 31 340-1 HIRL all Rwys 336 (400 - 1)KEY WEST NAS (BOCA CHICA FLD) KEY WEST, FLORIDA 24°34'N-81°41'W (KNQX) 00127

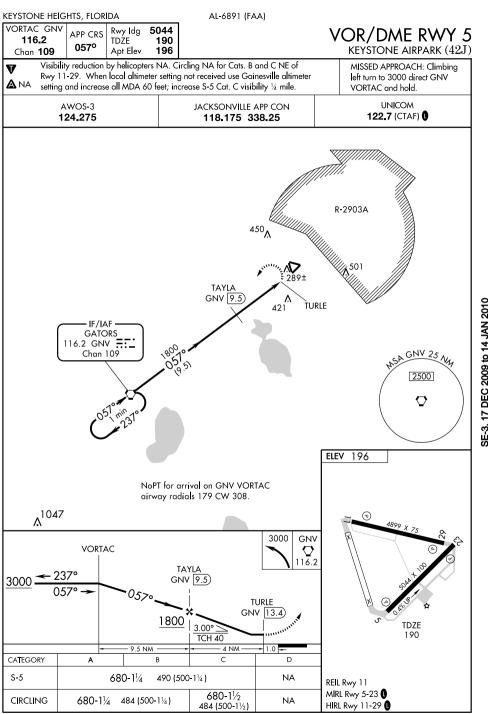
KEY WEST, FLORIDA TACAN Y RWY 7 Rwy ldg 10,001 TACAN NOX APCH CRS 068° Chan **78** KEY WEST NAS (BOCA CHICA FLD) AL-214 [USN] Arpt Elev \*\* When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1½ miles. \*\* When ALS inop, increase vis CAT ABCD to ½ mile. ALSF-1 MISSED APPROACH: Climb to 1600 via R-248 to NQX Αî TACAN then via R-090 to CANIN (NQX R-090/6 DME) NAVY KEY WEST APP CON NAVY KEY ATIS ★ GND CON CLNC DEL 025 289.85 (NQX 340° 069°) WEST TOWER \* ASR/PAR 307.025 118.575 340.25 121.7 336.45 121.2 357.4 126 575 313.7 (NQX 070° - 339° CAUTION: CAT CD intmed seg len 5 NM. CAUTION: Balloon with strobe light on unmarked cable to 14 000 in R-2916 KEY WEST 113.5 EYW :---Chan 82 CANIN NQX 196 KEY WEST 6 SE-3, 17 DEC 2009 to 14 JAN 2010 INTL ۸ R-090 ..... 270° 187 2,00 ~..... 090° ..... 1,90V NQX CGOR NQX UTERE 11) 17 NQX 48° 2.5 OBBIN 4 NQX 6 KEY WEST (IAF/IF) NQX Chan 78 NQX PANDA NQX 1115,000 10 NM 1400 EMERG SAFE ALT 100 NM 15,000 1600 **ELEV** NQX PANDA OBBIN NQX R-248 NQX R-248 R-090 6  $\Box$ ح/ UTERE TACAN **UCGOR** 1600 **-248°** 4 94 2.5) 068°**→** 1600 0<sub>68°</sub> ZALVO 1.9 1.1 1000 3.51° TCH 42 580 TDZE 🕏 2 NM-CATEGORY Α 068° to S-7 \* 360-1/2 356 (400-1/2) 360-34 356 (400-34) TACAN 440-1 500-1 500-11/2 560-2 CIRCLING 494 (500-11/2) 434 (500-1) 494 (500-1) 554 (600-2) HIRL all Rwys S-PAR 7 \* \* 104-1/4 100 (100-1/4) GS 3.00° KEY WEST, FLORIDA 24°34′N-81°41′W KEY WEST NAS (BOCA CHICA FLD) (KNQX) 09015

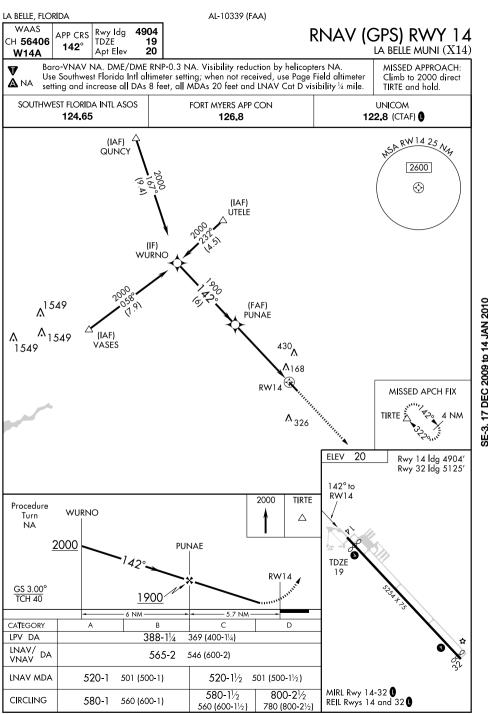






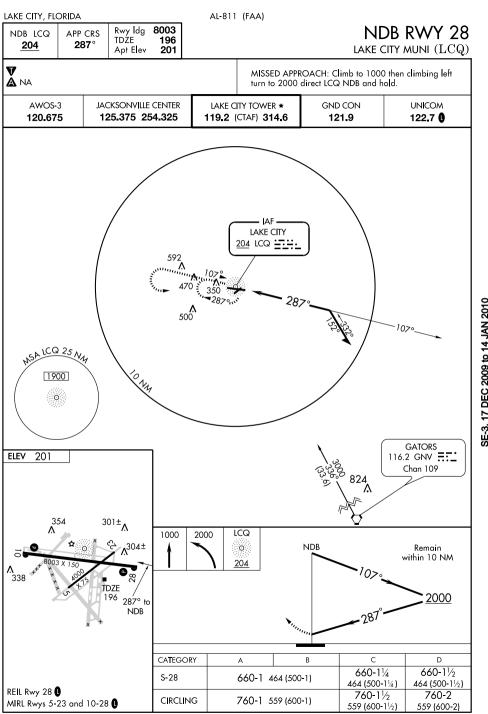


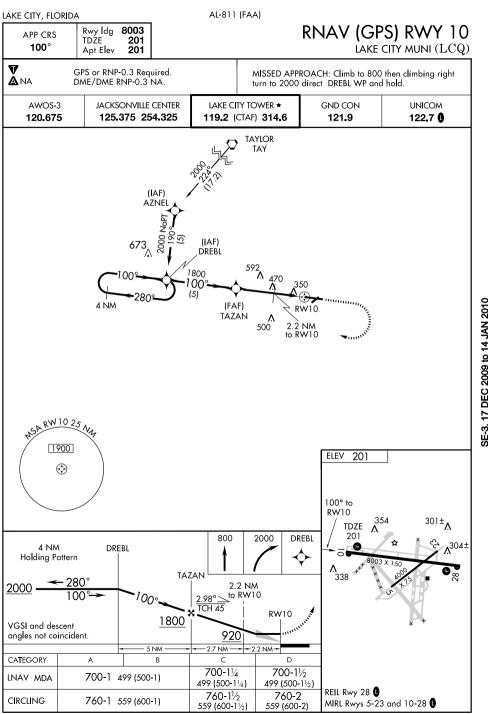




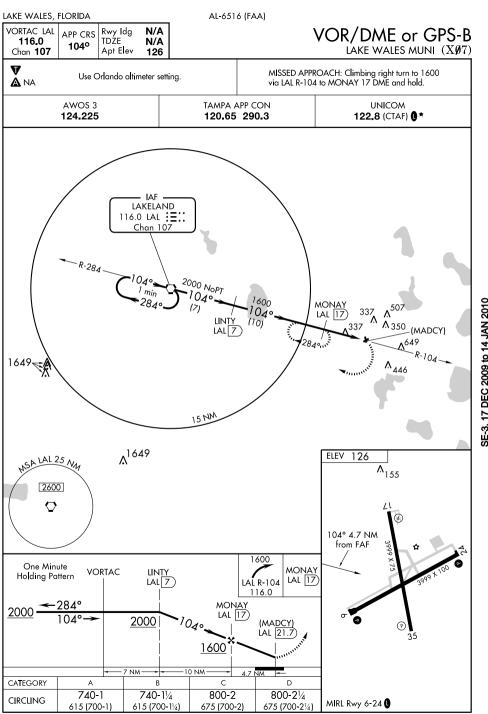
LA BELLE, FLORIDA AL-10339 (FAA) Rwy Ida 5125 RNAV (GPS) RWY 32 APP CRS TDŹE 20 322° LA BELLE MUNI (X14) Apt Elev 20 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Southwest Florida Intl altimeter setting; when not received, V MISSED APPROACH: Climb to 2000 direct PUNAE then via 358° track to UTELE and hold.  $oldsymbol{A}$  NA use Page Field altimeter setting and increase all MDAs 20 feet. SOUTHWEST FLORIDA INTL ASOS FORT MYERS APP CON UNICOM 124.65 126.8 122.8 (CTAF) 0 MISSED APCH FIX 15A RW 32 25 Ny Procedure NA for arrivals at LBV VORTAC via airway radials 112 CW 157. UTELE 2600 LA BELLE **(** LBV **PUNAE** 430 <sup>326</sup>∧ 129±1 (FAF) UROLE (IF/IAF) <sup>452</sup>∧ TÍRTE 4 NM <sup>2000</sup> Nopy **ELEV** 20 Rwy 14 ldg 4904' Rwy 32 ldg 5125' (IAF) (IAF) FORTL WINCO 2000 PUNAE UTELE 4 NM 358° Holding Pattern TIRTE Δ TRK UROLE RW32 1900 <u>≤3</u>.05° TCH 40 TDZE 5.7 NM 6.7 NM 20 D CATEGORY Α В C 480-11/4 480-11/2 322° to LNAV MDA 480-1 460 (500-1) RW32 460 (500-11/4) 460 (500-11/2) MIRL Rwy 14-32 0 580-11/2 800-21/2 CIRCLING 580-1 560 (600-1) REIL Rwys 14 and 32 1 780 (800-2½) 560 (600-1½)

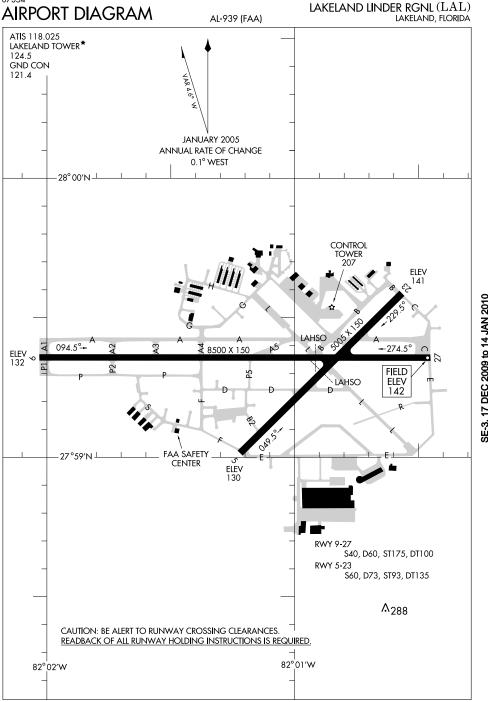
SE-3, 17 DEC 2009 to 14, JAN 2010

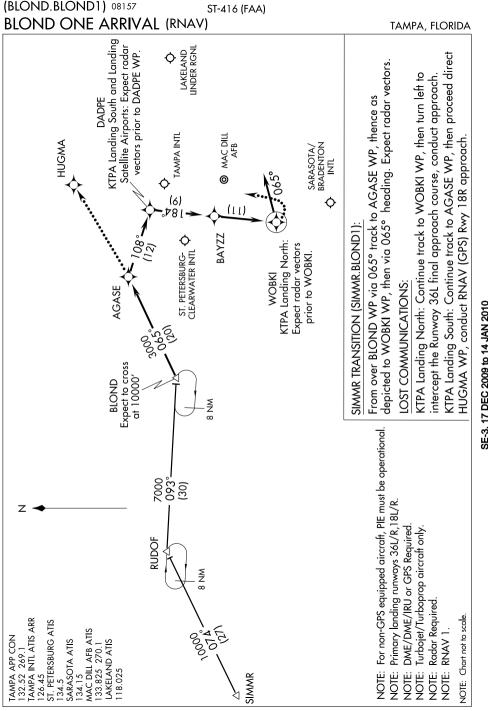


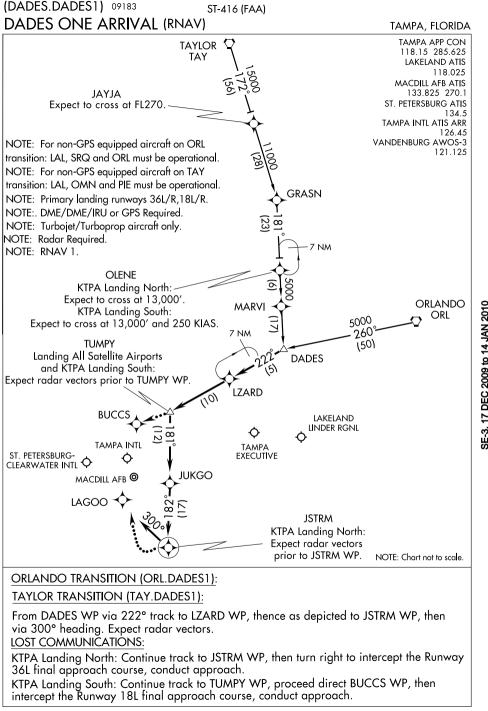


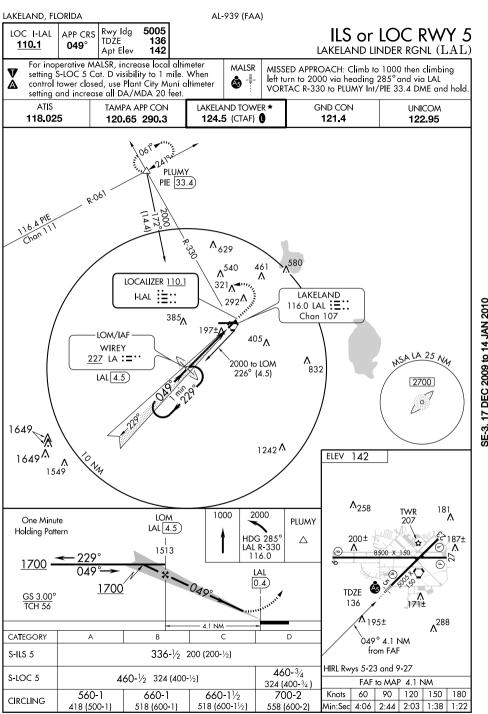
AL-811 (FAA) LAKE CITY, FLORIDA WAAS RNAV (GPS) RWY 28 8003 Rwy Ida APP CRS CH 82008 TDZE 196 280° LAKE CITY MUNI (LCQ) W28A Apt Elev 201 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. MISSED APPROACH: Climb When local altimeter setting not received, use Gainesville to 2000 direct JITUX and altimeter setting and increase LPV DA to 624, LNAV/VNAV DA to 640, and all MDA 100 feet; increase LPV, LNAV/VNAV, and LNAV Cats. C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Gainesville altimeter setting. LAKE CITY TOWER \* AWOS-3 GND CON UNICOM JACKSONVILLE CENTER 121.9 122.7 120.675 125.375 254.325 119.2 (CTAF) 314.6 2000 **ZELZY** (IAF) ŻELZY SE-3 17 DEC 2009 to 14 JAN 2010 (FAF) 350 RW28 **ÖPPEY** 4 NM ۸<sup>500</sup> 1800 4 NM 2809 16.11 280 LIVE OAK 100 MOA (IF/IAF) 1 to OREHO (NOPT) 30 NM to 10 tu ÖREHÖ TOKUC 2) 2000 2100 2100 (IAF) OREHO τοκύς 2000 SONN, **ELEV** 201 2000 IITUX 4 NM 280° to **OREHO** Holding Pattern RW28 354 301± OPPEY \*LNAV only ۸<sup>304±</sup> \*1 NM to RW28 **RW28** 338 GS 3.00° 286 1800 TCH 55 **TDZE** 3.8 NM 196 D CATEGORY Α LPV DA 540-11/4 344 (400-11/4) LNAV/ 556-11/4 DA 360 (400-11/4) VNAV 560-11/4 LNAV MDA 560-1 364 (400-1) 364 (400-11/4) REIL Rwy 28 0 660-11/2 760-2 CIRCLING 660-1 459 (500-1) MIRL Rwys 5-23 and 10-28 0 459 (500-11/2) 559 (600-2)

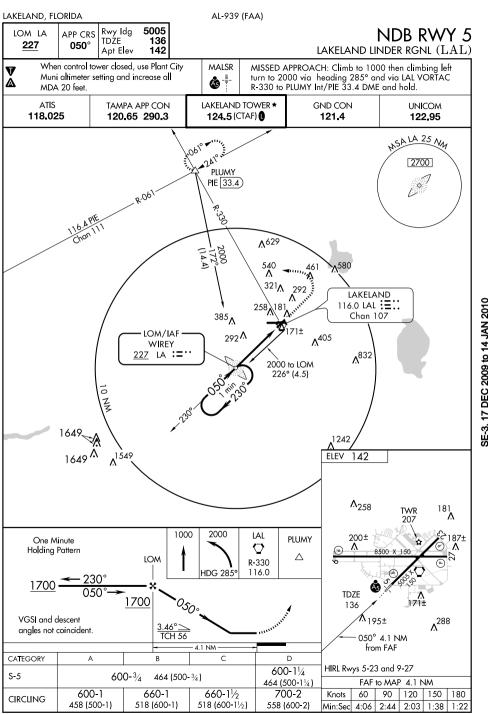


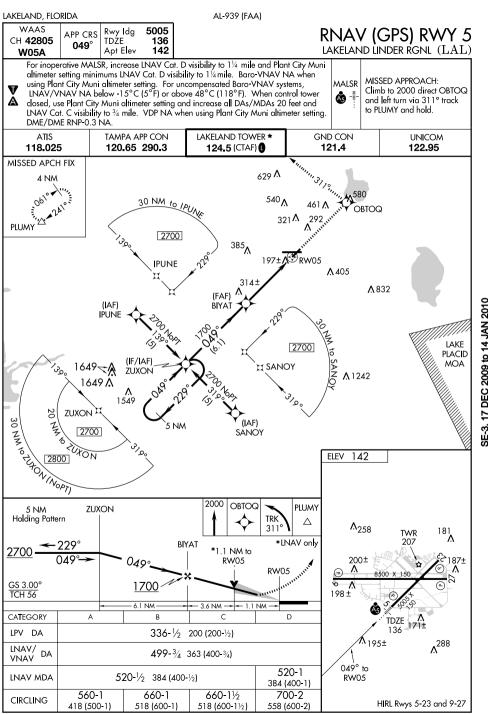


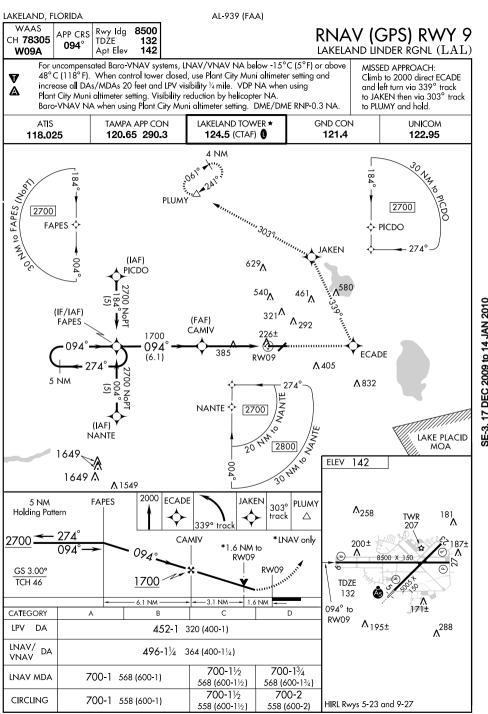


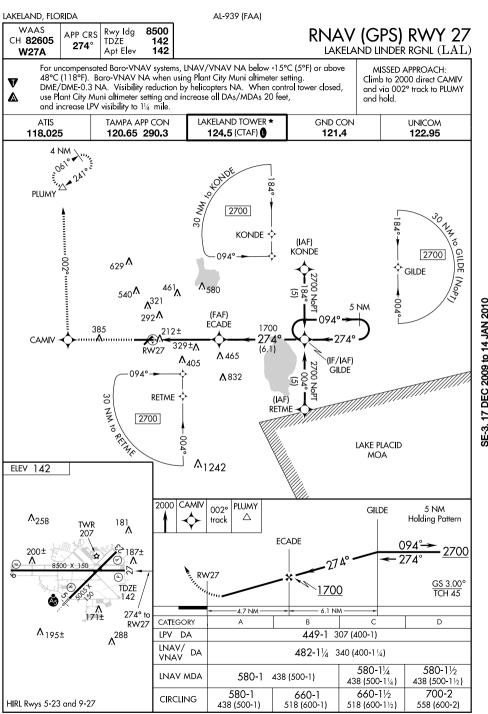


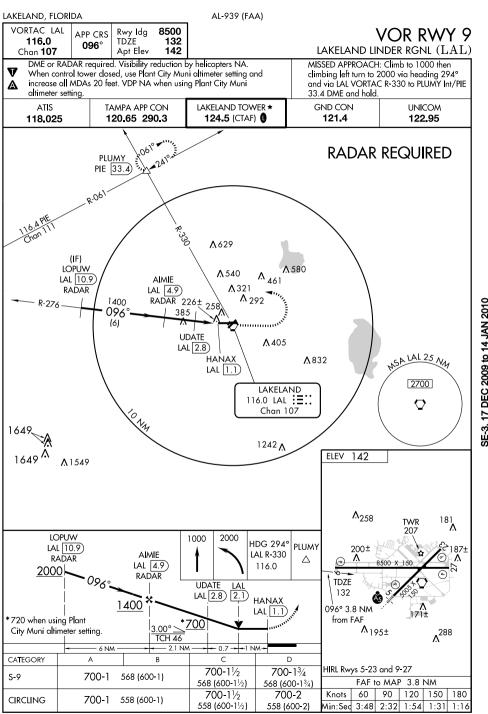


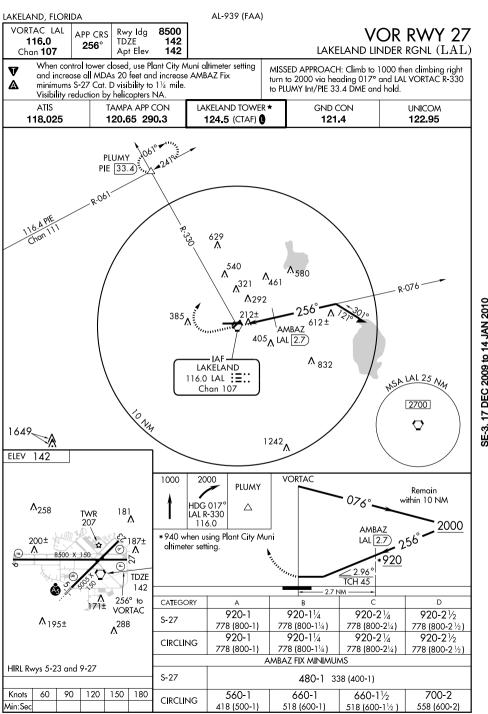


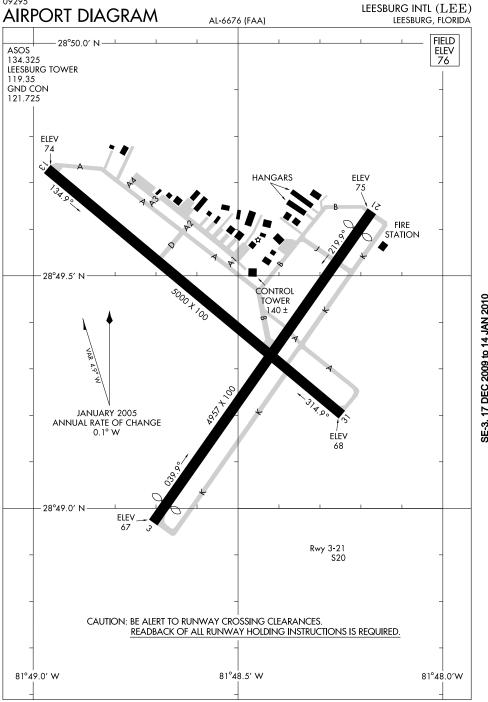








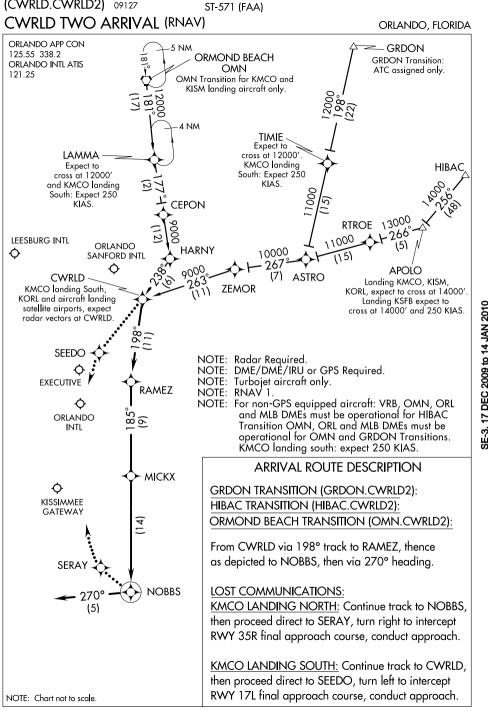


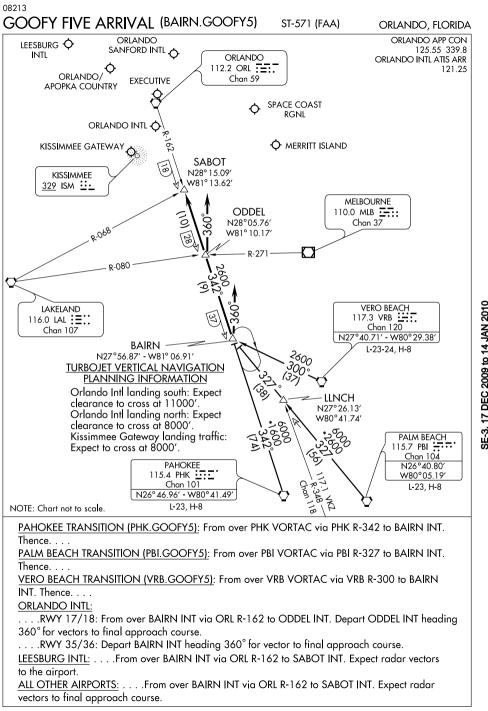


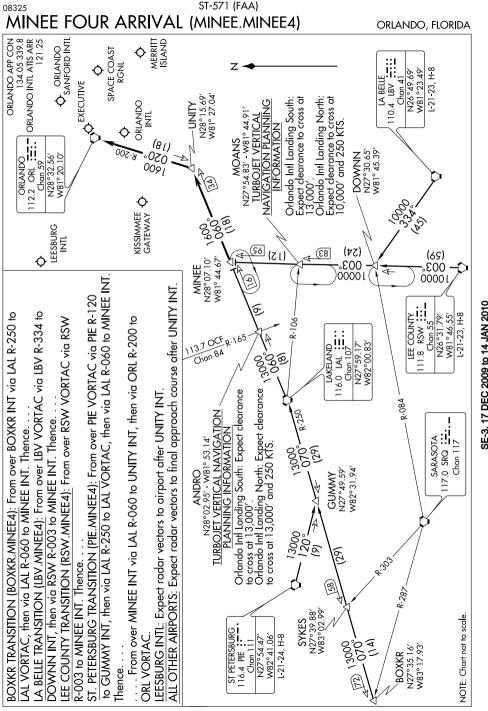
(BAIRN.BAIRN2) 09239 ST-571 (FAA) BAIRN TWO ARRIVAL (RNAV) ORLANDO, FLORIDA ORLANDO APP CON 125.55 338.2 ORLANDO ORLANDO INTL ATIS SANFORD INTL **POPYE** 121.25 LEESBURG KMCO Landing South: INTI Expect radar vectors after POPYE. NOTE: Radar Required. **SEEDC** NOTE: DME/DME/IRU or GPS Required. NOTE: RNAV 1. **EXECUTIVE** NOTE: For non-GPS equipped aircraft: PHK, RAMEZ MLB, VRB and ORL must be operational for the PBI and PHK 9 Transitions. ORLANDO INTL ( NOTE: MLB and ORL must be operational for the VRB Transition. **MICKX** NOTE: TURBOJET/TURBOPROP aircraft KISSIMMEE only. GATEWAY 1900 305° (14) NOBBS SERA' Landing KISM, KORL, KSFB, KLEE: Expect radar vectors after NOBBS. KMCO Landing North: Expect radar vectors after NOBBS. **BAIRN** 26<sub>00</sub> VERTICAL NAVIGATION PLANNING KMCO Landing South: Expect to cross at 11000. VFRO BFACH KMCO Landing North: VRB Expect to cross at 8000. Landing KISM: Expect to cross at 8000. LLNCH ARRIVAL ROUTE DESCRIPTION PAHOKEE TRANSITION (PHK.BAIRN2): PALM BEACH TRANSITION (PBI.BAIRN2): VERO BEACH TRANSITION (VRB.BAIRN2): From over BAIRN via 349° track to NOBBS, thence as depicted to POPYE. LOST COMMUNICATIONS: KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept **PAHOKEE** RWY 35R final approach course, conduct approach. PHK PALM BEACH PBI KMCO LANDING SOUTH: Continue track to POPYE, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach. NOTE: Chart not to scale.

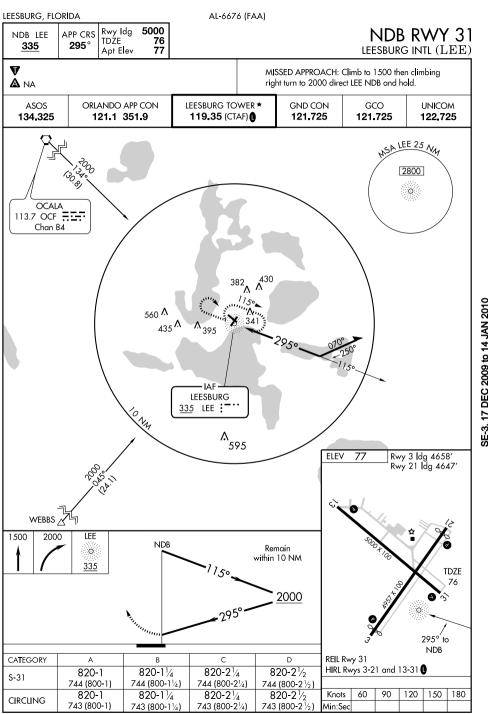
SE-3, 17 DEC 2009 to 14, IAN 2010

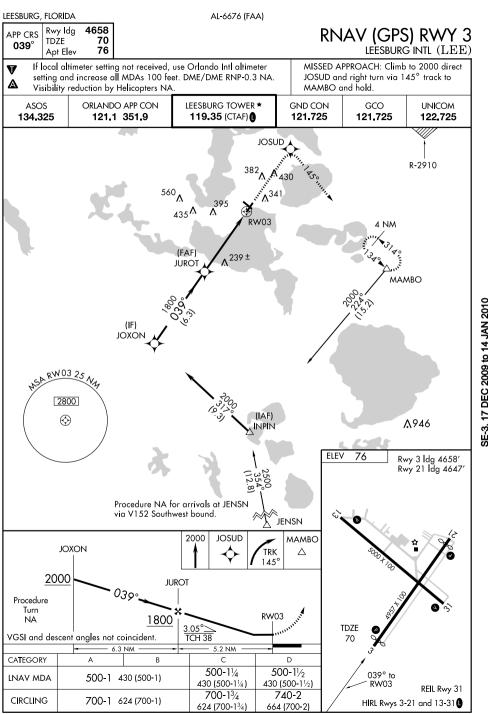
(COSTR.COSTR2) 09239 ST-571 (FAA) ORLANDO INTL COSTR TWO ARRIVAL (RNAV) ORLANDO, FLORIDA ORLANDO APP CON 125.55 338.2 **LEESBURG** ORLANDO ORLANDO INTL ATIS SANFORD INTL INTI 121.25 KNUKL ᄉ ORLANDO/ ONNER APOPKA COUNTRY NOTE: RNAV 1. ORLANDO **TWONA** NOTE: Radar Required. **EXECUTIVE** NOTE: DME/DME/IRU or GPS Required. SPACE COAST NOTE: TURBOJET/TURBOPROP aircraft only. **RGNL** NOTE: For aircraft landing satellite airports: expect radar vectors after COSTR. **KRAKN ORLANDO** INTL MERRITT **ISLAND** 4 KISSIMMEE **GATEWAY** TINKR **BIGGR ANDRO** Expect to cross at 13000. **EXBAN** 066° <sup>'P</sup>00 KMCO Landing North: PATRICK 060° (5)Expect 250 KIAS. **AFB** 141 ST PETERSBURG Ò **SETME** GROPE PIF MELBOURNE SE-3, 17 DEC 2009 to 14 JAN 2010 Expect to cross LAKELAND COSTR INTI at FL210. 1260 LAL KMCO Landing North: 5 NM Expect radar vectors after 13000 5000 COSTR SIMMR 101° (62) (29) 066° 066° (8) (3) (29) MOANS KMCO Landina North: 8 NM Expect to cross at 10000 8 NM **GUMMY** and 250 KIAS. KMCO Landing South: 8 NM **SYKFS** Expect to cross at 13000. Expect to cross at FL230. **DOWNN BOXKR** 13000 075° (14) 8 NM ARRIVAL DESCRIPTION BOXKR TRANSITION (BOXKR.COSTR2): LA BELLE TRANSITION (LBV.COSTR2): LEE COUNTY TRANSITION (RSW.COSTR2): IA BFIIF SIMMR TRANSITION (SIMMR.COSTR2): IBV ST. PETERSBURG TRANSITION (PIE.COSTR2): From over COSTR via 060° track to BIGGR. LEE COUNTY thence as depicted to KNUKL. **RSW** NOTE: Chart not to scale.

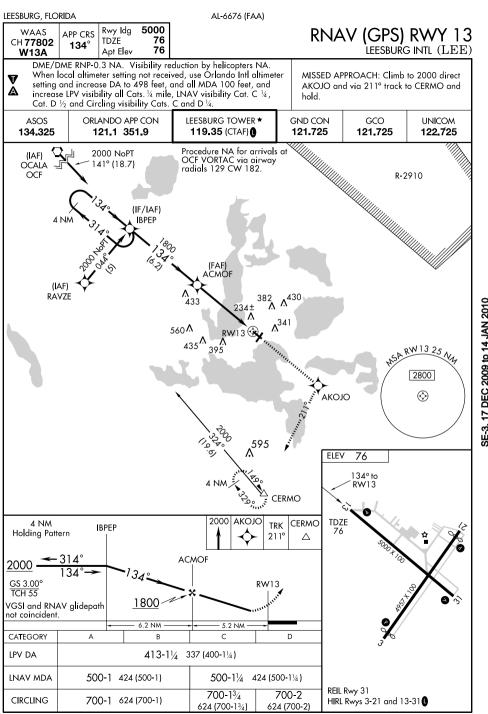


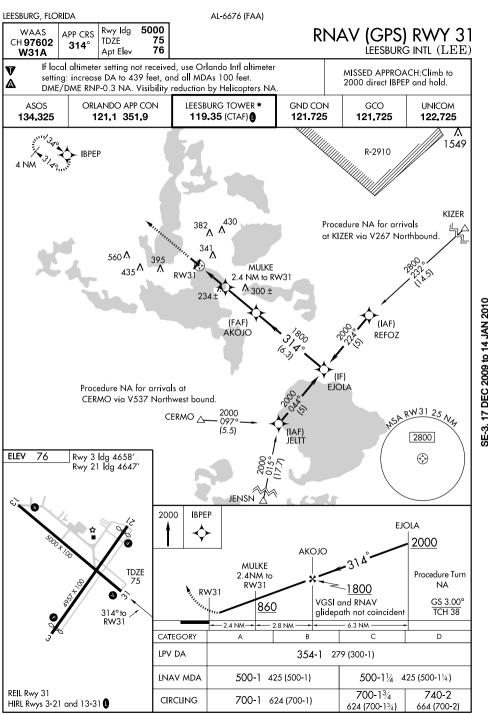


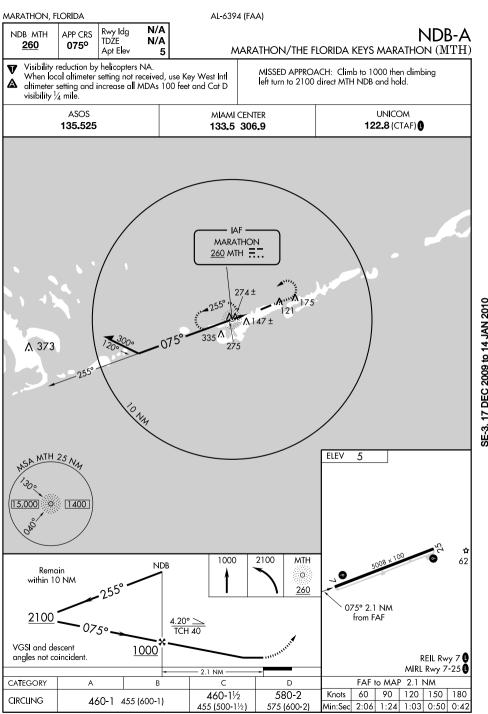


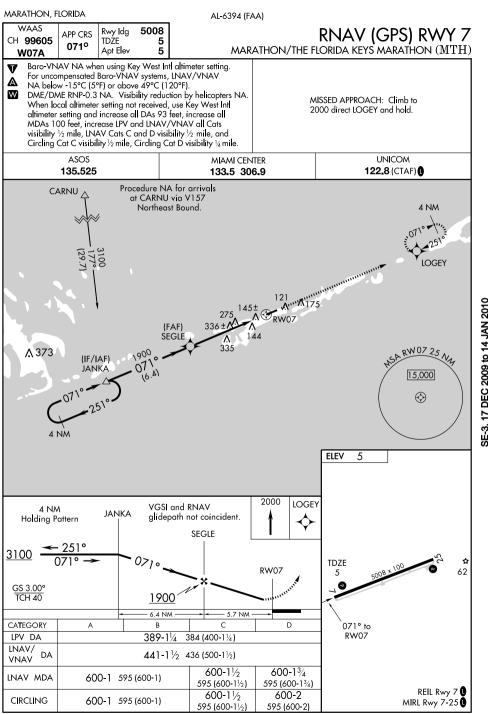


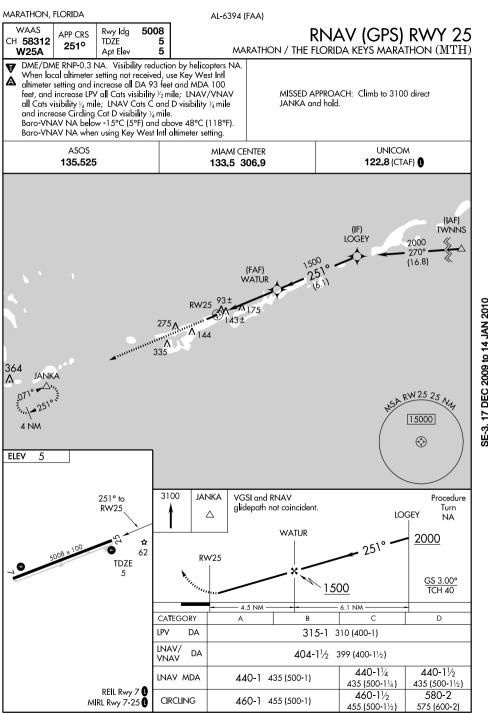






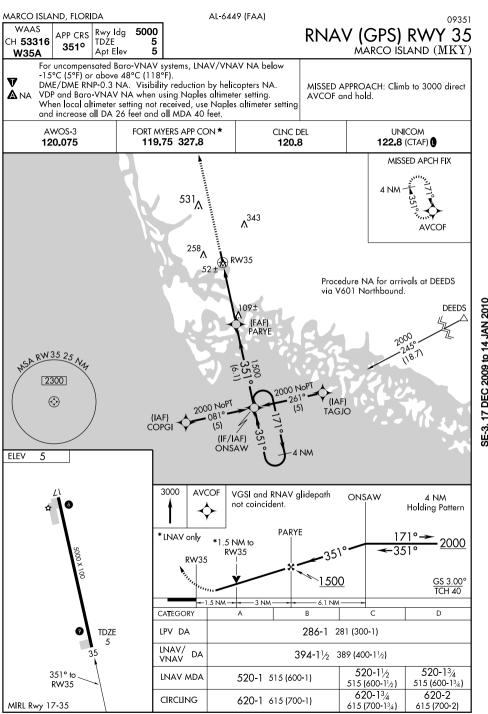






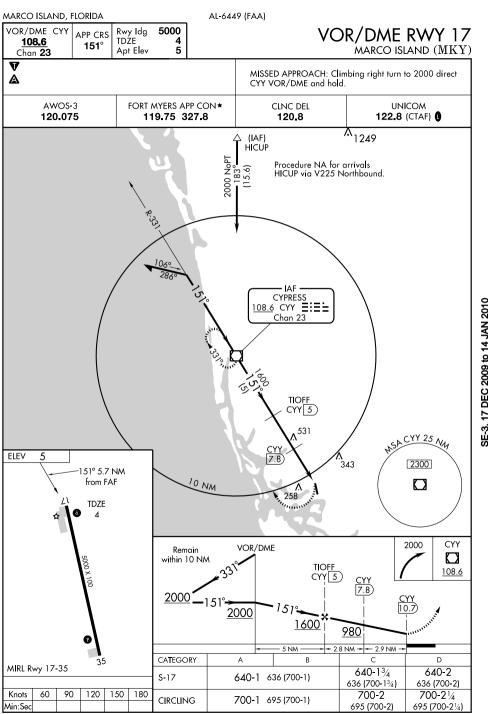
(CSHEL3.CSHEL) 09351 SL-6449 (FAA) MARCO ISLAND(MKY)CSHEL THREE DEPARTURE (RNAV) MARCO ISLAND, FLORIDA  $\Diamond$ CINC DEL LAKELAND 120.8 ORLANDO LAL FORT MYERS DEP CON ★ ORL 119.75 327.8 UNICOM 122.8 TAKEOFF MINIMUMS Rwy 17, 35: Standard. **PULEC** NOTE: RADAR required. NOTE: DME/DME/IRU or GPS Required. NOTE: RNAV 1. NOTE: For Turbojet aircraft only. NOTE: For non-GPS equipped aircraft LAL, JUNIO LBV, RSW, and SRQ DME's must be operational. TAKEOFF OBSTACLES: SE-3, 17 DEC 2009 to 14, IAN 2010 Rwy 17: Trees beginning 79' from DER, **CSHEL** left and right of centerline, up to 48' AGL/52' MSL. Wind sock 76' from DER, 310' right of centerline, 21' AGL/25' MSL. Rwy 35: Antenna 11' from DER, 384' left of centerline, 53' AGL/57' MSL. Sign 16' from DER, 255' left of centerline, 5' AGL/9' MSL. <u>700</u> Trees beginning 64' from DER, left and right of centerline up to 51' AGL/55' MSL. NOTE: Chart not to scale V DEPARTURE ROUTE DESCRIPTION TAKEOFF RUNWAY 17: Climb on assigned heading for radar vectors to CSHEL, then via depicted route to PULEC, thence.... TAKEOFF RUNWAY 35: Climb heading 005° to 700, then via radar vectors to CSHEL, then via depicted route to PULEC, thence.... ...via (transition). Maintain 4000 or as assigned by ATC, expect filed altitude/flight level 10 minutes after departure. LAKELAND TRANSITION (CSHEL3.LAL): ORLANDO TRANSITION (CSHEL3.ORL):

(PIKKR.PIKKR3) 08269 PIKKR THREE ARRIVAL (RNAV) NAPLES, FLORIDA ST-6020 (FAA) SEMINOLE **★ FORT MYERS APP CON** SZW FL180 125.15 306.2 NAPLES MUNI ATIS HFVVN 134 225 -1530 ^154°. (51) (19) (41) FL180 **LEGGT** -11 NM NOTE: Radar Required. NOTE: GPS Required. OBESE NOTE: RNAV 1 NOTE: Turbojet/Turboprop aircraft only. 11 NM WHITL Expect to cross at FL350 RILEE **REMIS** SE-3, 17 DEC 2009 to 14, IAN 2010 FL180 CODGR 107 Expect to (105) cross at FL210 1090 BAGGS 7FIIR Expect to cross at 11000' NAPLES MUNI NOTE: Chart not to scale. MARCO ISLAND ARRIVAL DESCRIPTION REMIS TRANSITION (REMIS.PIKKR3): KOLMN SEMINOLE TRANSITION (SZW.PIKKR3): From over CODGR via 127° track to BAGGS, thence as depicted to ISAJY, then via 150° heading. Expect radar vectors.



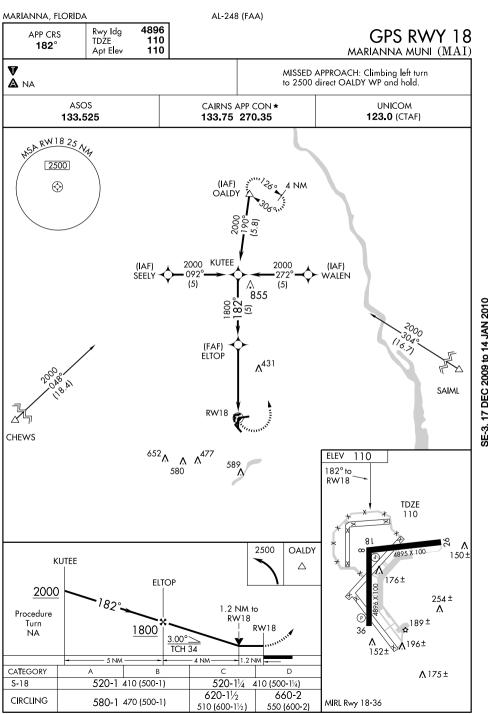
(SHFTY.SHFTY2) 09351 ST-154 (FAA) SHFTY TWO ARRIVAL (RNAV) FORT MYERS, FLORIDA **⊅** DUNKN FORT MYERS APP CON ★ AIMA 126.8 385.45 **AMG** PAGE FIELD ATIS 123.725 SOUTHWEST FLORIDA INTL ATIS ★ 124.65 **CYNTA** ALMA TRANSITION (AMG.SHFTY2): **BOCAP** DUNKN TRANSITION (DUNKN.SHFTY2): 11 NM HIBAC TRANSITION (HIBAC.SHFTY2): HIBAC From over SHFTY via 183° track to WRTRS, then via 161° track to MAZZY, then via **HEPOX** 161° track to MOEMO, then via 160° track to LBV VORTAC, thence.... Landing RSW Rwy 6 and FMY: From over WOSAK LBV VORTAC via 186° track to IRNIE. 11 NM then via 238° track to WYCOF, then via INPIN Expect to cross 238° track to PONTY, then via 240° at or below FL270. heading. Expect radar vectors. Landing RSW Rwy 24: From over LBV VORTAC via 228° heading. Expect VALCH LOOOU radar vectors. Expect to cross at FL240. CRMIN Landing APF: From over LBV VORTAC via 186° track to IRNIE, then via 186° track to KOCHE, then via 203° track to COGDL, VERO BEACH then via 229° track to TIOFF, then via **VRB SHFTY** 230° heading. Expect radar vectors. WRTRS Landing MKY: From over LBV VORTAC via 186° track to IRNIE, then via 186° track to KOCHE, then via 203° track to COGDL, then via 200° heading. Expect MAZZY 8 NM radar vectors. MOEMO NOTE: RADAR Required. RSW Landing Rwy 6: NOTE: DME/DME/IRU or Expect to cross at 10000. GPS Required. RSW Landing Rwy 24: Expect to /ASQZ NOTE: RNAV 1. cross at 10000 and 250 KIAS. NOTE: Turbojet/Turboprop LA BELLE aircraft only. LBV RODDF NOTE: For non-GPS equipped aircraft, LBV and RSW WYCOF IRNIE must be operational. PAGE FIELD • SOUTHWEST **KOCHE** FLORIDA INT PONTY-Expect to cross at 4000. NAPLES OGDL MUNI TIOFF Aircraft Landing APF: MARCO ISLAND NOTE: Chart not to scale. Expect radar vectors prior to TIOFF.

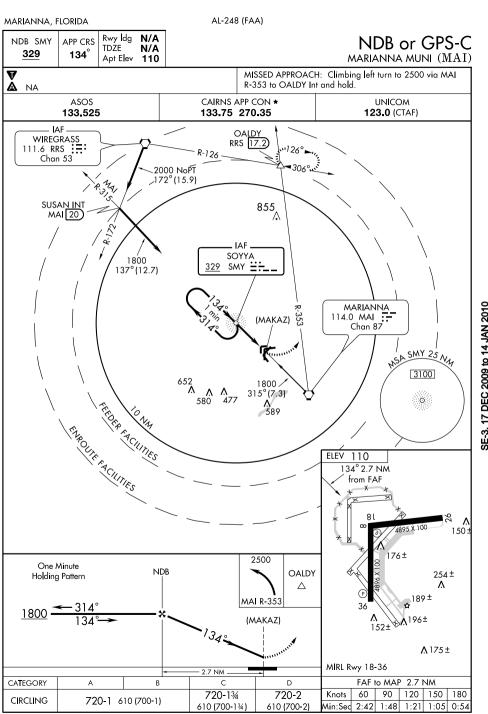
SE-3, 17 DEC 2009 to 14, IAN 2010

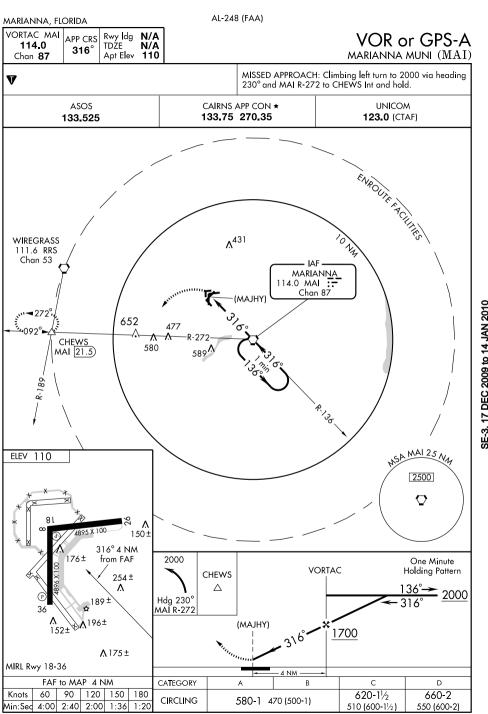


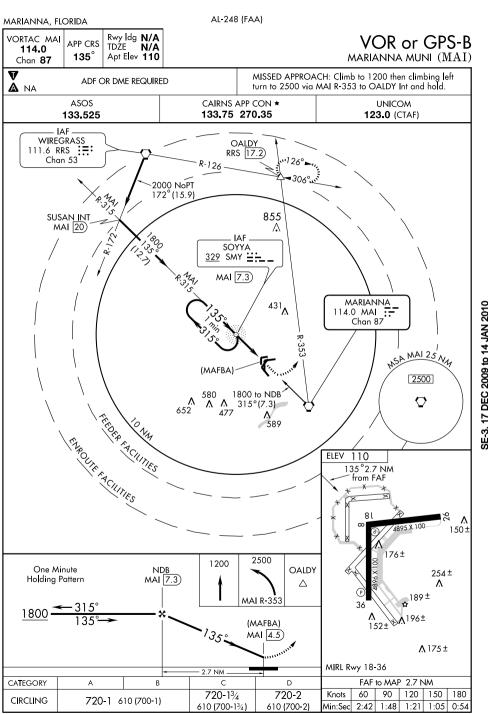
(ZEILR.ZEILR2) 08325 ZEILR TWO ARRIVAL ST-6020 (FAA) NAPLES, FLORIDA FORT MYERS APP CON★ 125.15 306.2 SEMINOLE NAPLES MUNI ATIS 117.5 SZW ::--· 134.225 Chan 122 TAYLOR 112.9 TAY -Chan 76 150 ST. PETERSBURG 116.4 PIE :-**TEPEE** Chan 111 N27°54.47′ - W82°41.06′ N28°00.02' W82°21.99′ L-21-24, H-8 H-8 FL180 \*2000 1080 COVIA (120) N27°56.18' SARASOTA W84°44.16' 117.0 SRQ :: Chan 117 R-288 N27°23.87′ - W82°33.26′ 7000 (A7) (A7) LA BELLE 110.4 LBV ::: Chan 41 **ZEILR** N26°38.22′ - W82°22.46′ TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION R-257 Expect to cross at 11000'. LEE COUNTY **AKUNS** 111.8 RSW : --N26°17.49' Chan 55 W81°56.85' NAPLES MUNI **CYPRESS** 108.6 CYY =:=: MARCO ISLAND Chan 23 NOTE: Chart not to scale. COVIA TRANSITION (COVIA.ZEILR2): From over COVIA INT via SRQ R-288 to SRQ VORTAC. Thence. . . . ST. PETERSBURG TRANSITION (PIE.ZEILR2): From over PIE VORTAC via PIE R-167 to SRQ VORTAC. Thence. . . . TEPEE TRANSITION (TEPEE.ZIELR2): From over TEPEE INT via SRQ R-018 to SRQ VORTAC. Thence. . . . .From over SRQ VORTAC via SRQ R-170 to ZEILR INT. Then via CYY R-315 to AKUNS INT. Expect radar vectors to final approach course.

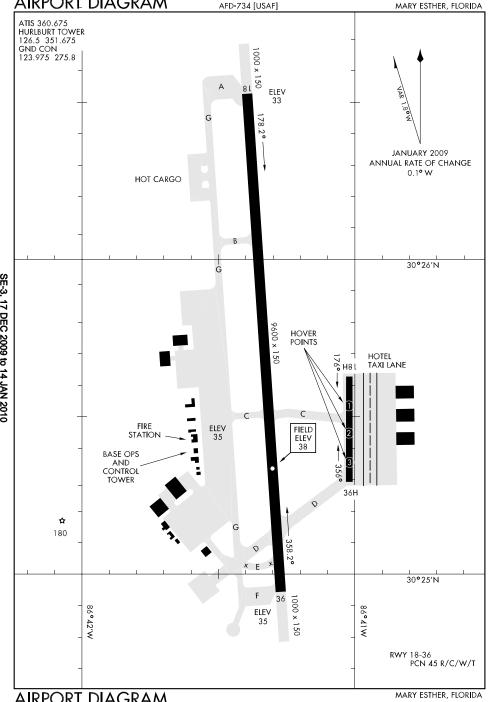
SE-3, 17 DEC 2009 to 14, IAN 2010

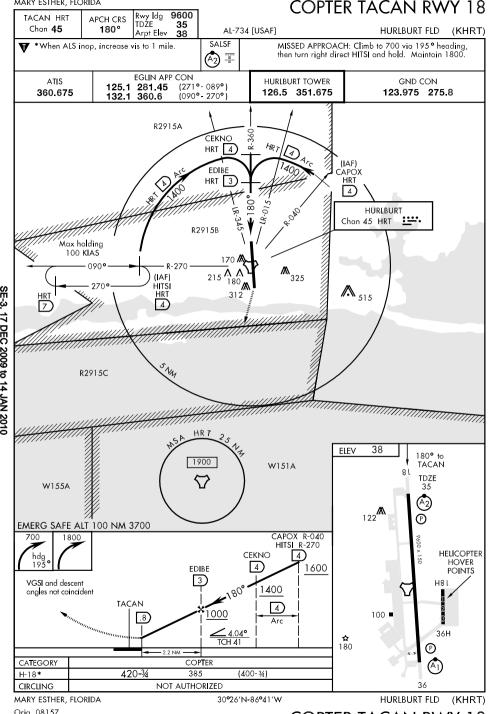


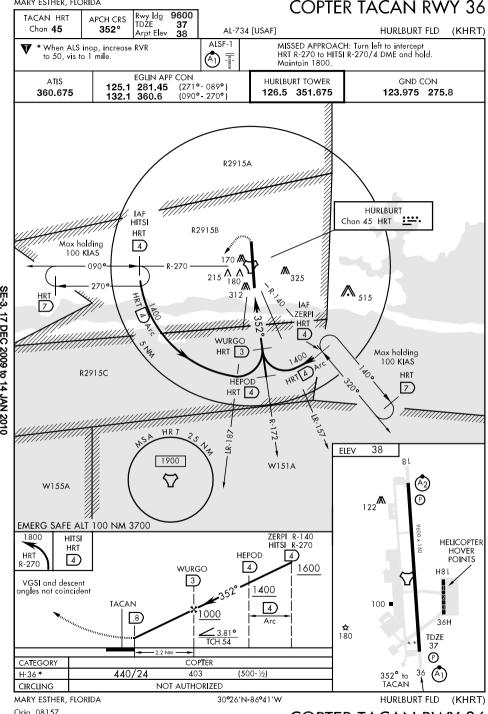


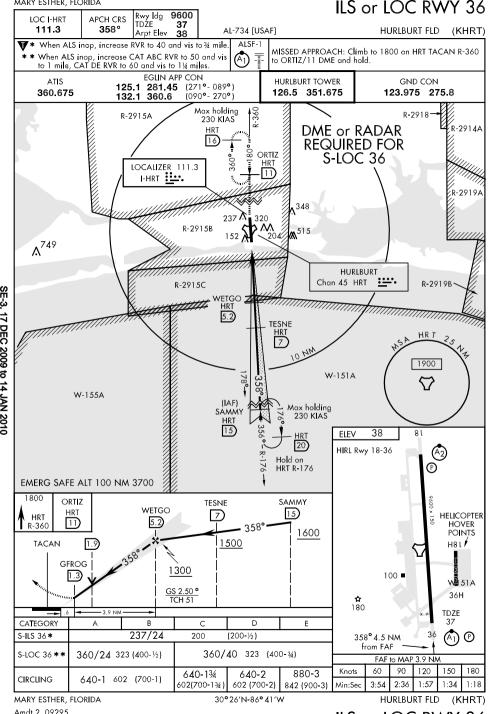


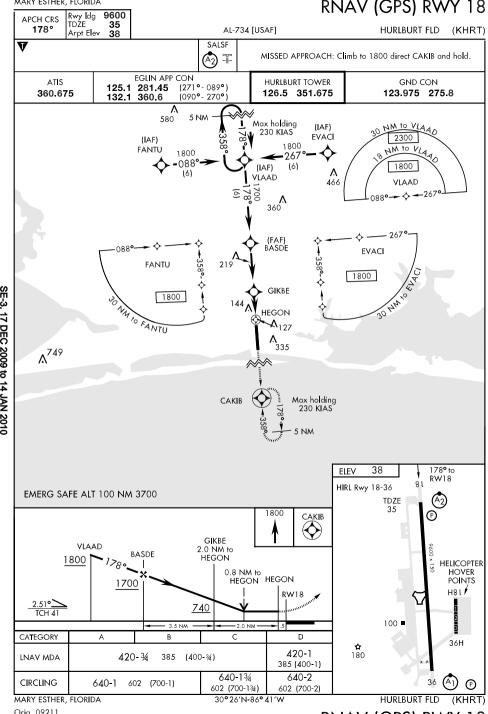


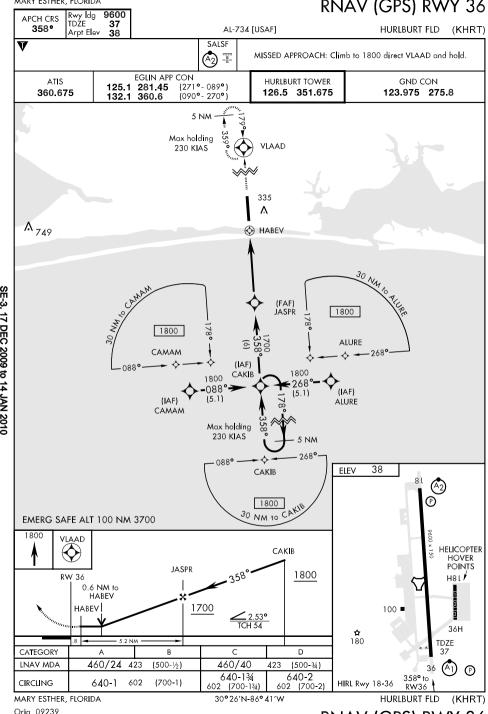


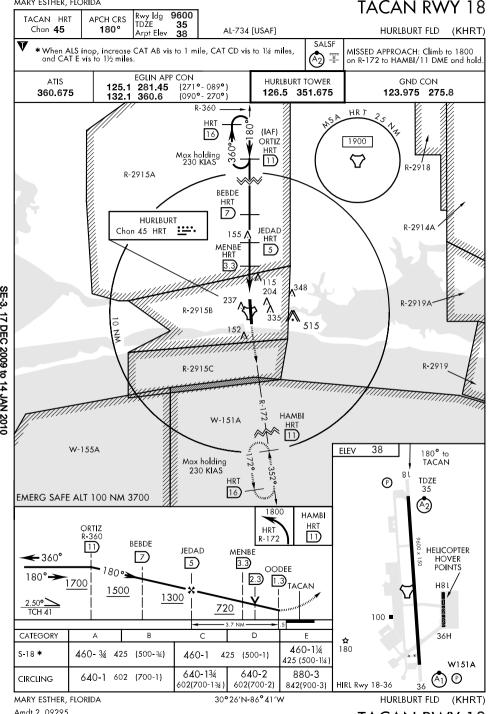


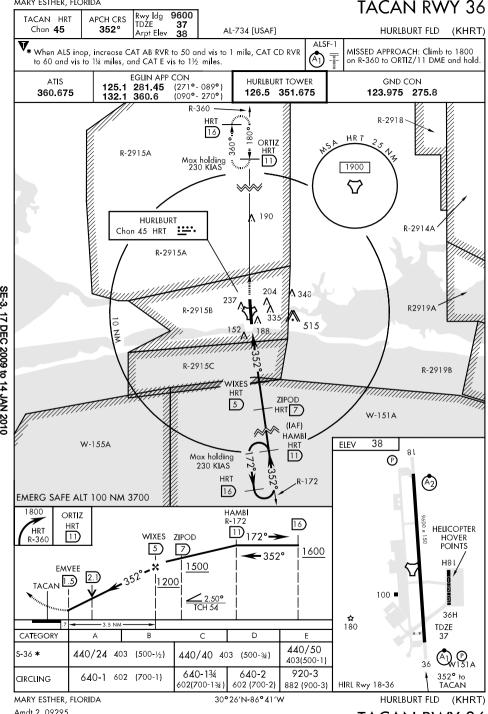


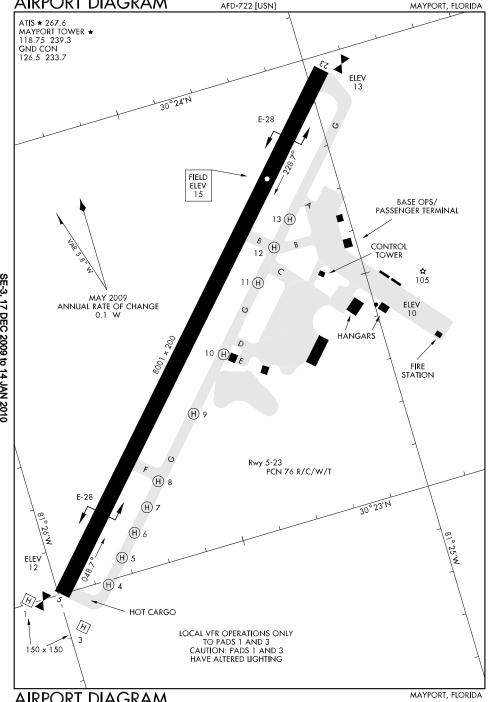


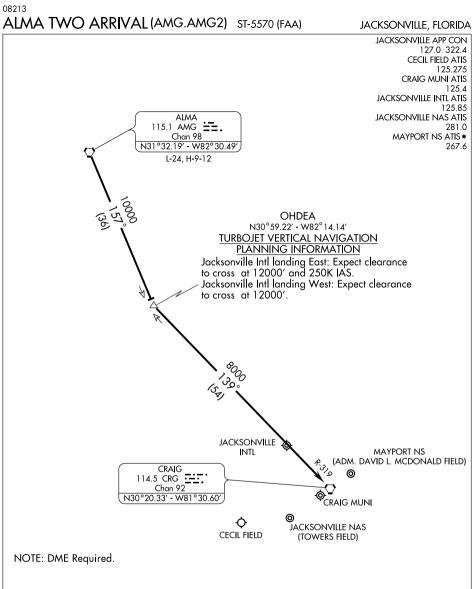








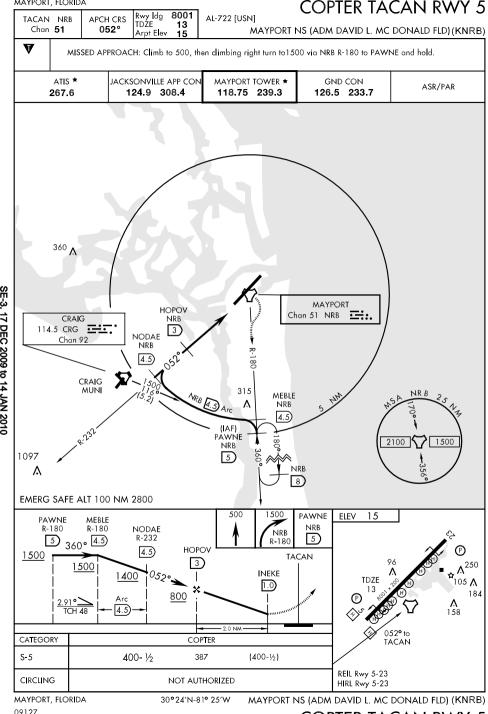


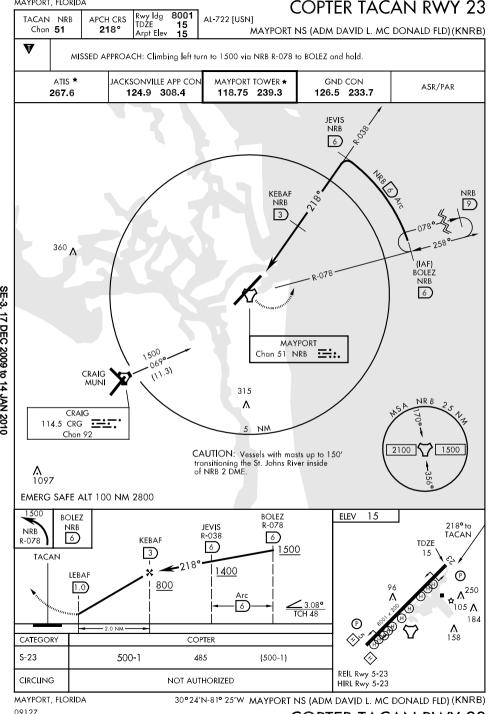


## ARRIVAL DESCRIPTION

From over ALMA VORTAC via AMG R-157 to OHDEA INT, then via CRG R-319 to CRG VORTAC. Expect radar vectors to final approach course.

NOTE: Chart not to scale.





From over ORL VORTAC via ORL R-355 to SHINR INT, thence via OMN R-315 to POGIE INT, thence via CRG R-195 to CRG VORTAC. Expect radar vectors to final approach course after CRG VORTAC.

NOTE: RADAR Required.

NOTE: DME Required.

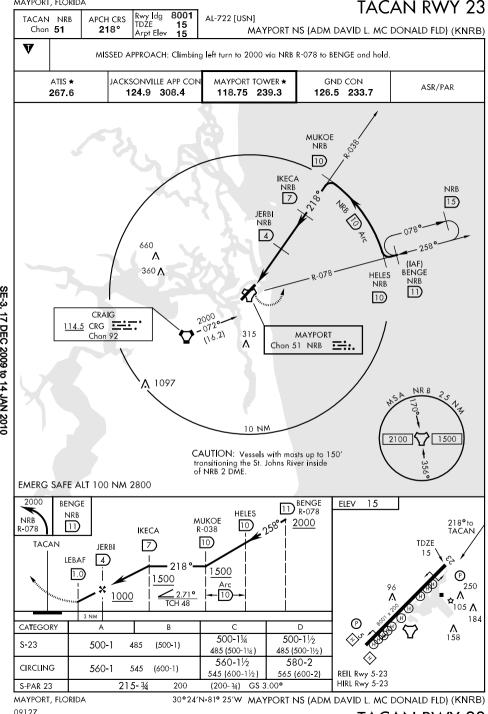
NOTE: Chart not to scale.

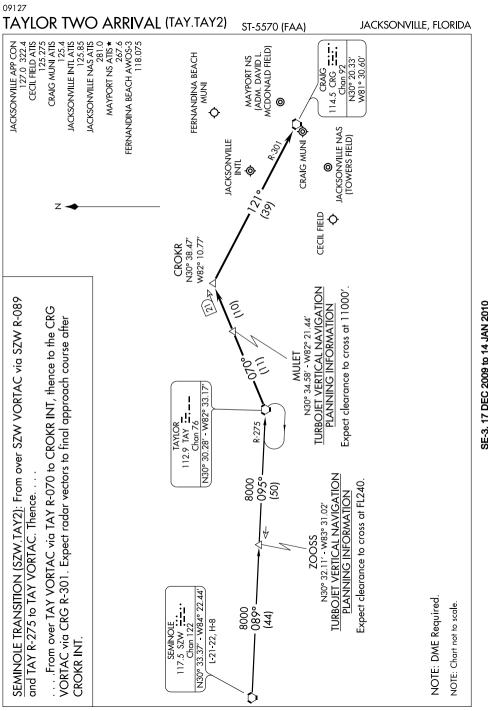
2000 355 (15) SE-3. 17 DEC 2009 to 14 JAN 2010

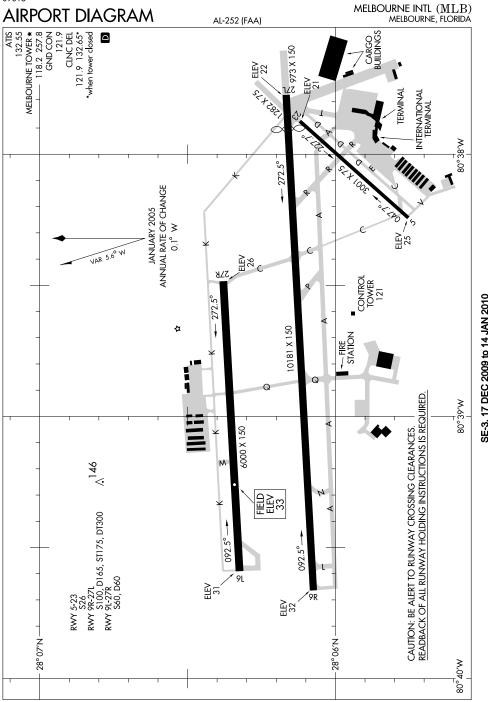
112.2 ORL :=:.

Chan 59 N28°32.56′ - W81°20.10′

L-21-23-24, H-8





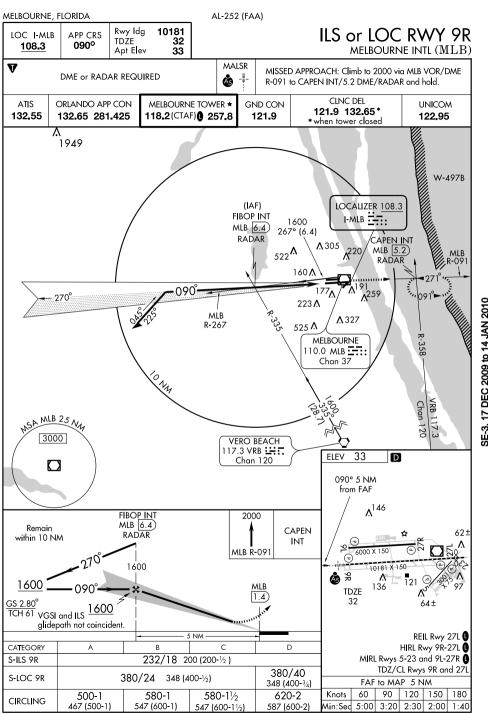


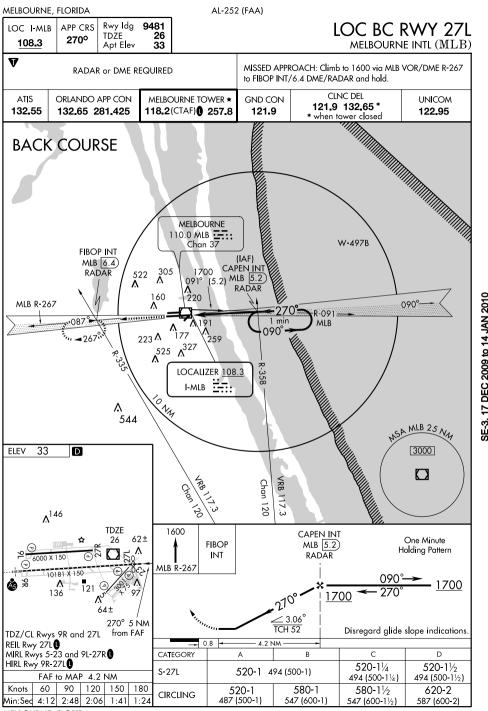
From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14 .IAN 2010

MELBOURNE INTL (COSTR.COSTR2) 09239 ST-571 (FAA) ORLANDO INTL COSTR TWO ARRIVAL (RNAV) ORLANDO, FLORIDA ORLANDO APP CON 125.55 338.2 **LEESBURG** ORLANDO ORLANDO INTL ATIS SANFORD INTL INTI 121.25 KNUKL ᄉ ORLANDO/ ONNER APOPKA COUNTRY NOTE: RNAV 1. ORLANDO TWONA NOTE: Radar Required. **EXECUTIVE** NOTE: DME/DME/IRU or GPS Required. SPACE COAST NOTE: TURBOJET/TURBOPROP aircraft only. **RGNL** NOTE: For aircraft landing satellite airports: expect radar vectors after COSTR. **KRAKN ORLANDO** INTL MERRITT **ISLAND** 4 KISSIMMEE **GATEWAY** TINKR **BIGGR ANDRO** Expect to cross at 13000. **EXBAN** 066° <sup>'P</sup>00 KMCO Landing North: PATRICK 060° (5)Expect 250 KIAS. **AFB** 141 ST PETERSBURG Ò **SETME** GROPE PIF MELBOURNE SE-3, 17 DEC 2009 to 14 JAN 2010 Expect to cross LAKELAND COSTR INTI at FL210. 1260 LAL KMCO Landing North: 5 NM Expect radar vectors after 13000 5000 COSTR SIMMR 101° (62) (29) 066° 066° (8) (3) (29) MOANS KMCO Landina North: 8 NM Expect to cross at 10000 8 NM **GUMMY** and 250 KIAS. KMCO Landing South: 8 NM **SYKFS** Expect to cross at 13000. Expect to cross at FL230. **DOWNN BOXKR** 13000 075° (14) 8 NM ARRIVAL DESCRIPTION BOXKR TRANSITION (BOXKR.COSTR2): LA BELLE TRANSITION (LBV.COSTR2): LEE COUNTY TRANSITION (RSW.COSTR2): IA BFIIF SIMMR TRANSITION (SIMMR.COSTR2): IBV ST. PETERSBURG TRANSITION (PIE.COSTR2): From over COSTR via 060° track to BIGGR. LEE COUNTY thence as depicted to KNUKL. **RSW** NOTE: Chart not to scale.





09239 SL-252 (FAA) MELBOURNE INTL (MLB) MELBOURNE THREE DEPARTURE MELBOURNE, FLORIDÁ ATIS 132.55 ORMOND BEACH MFLBOURNE CLNC DEL ORLANDO 112.6 OMN == 121.9 \*132.65 112.2 ORI . . . . \* (when tower closed) Chan 73 ORLANDO DEP CON N29°18.20′-W81° 06.76′ Chan 59 132.65 281.425 N28° 32.56′-W81° 20.10′ L-21-23-24, H-8 CTAF 118.2 L-21-23-24, H-8 MELBOURNE 110.0 MLB ----Chan 37 LAKELAND N28°06.32′-W80°38.12′ 116.0 LAL :≣:: L-23-24 Chan 107 I-MLB N27°59.17′-W82°00.83′ R-091 5.2 **BACK COURSE** L-21-24, H-8 090% **CAPEN** N28°06.43′ W80°32.27′ SATELLITE 257 SQT <u>=</u>-.-VERO BEACH LOCALIZER 108.3 117.3 VRB N28° 05.97′-W80° 42.05′ I-MLB Chan 120 L-24, H-8 N27°40.71′-W80°29.38′ ST PETERSBURG L-23-24, H-8 116.4 PIE :-Chan 111 N27°54.47′-W82°41.06′ FREEPORT L-21-24, H-8 113.2 ZFP :-=: PAHOKEE Chan 79 115.4 PHK ::: N26° 33.32′ W78° 41.87′ Chan 101 N26° 46.96′-W80° 41.49′ L-23, H-8 L-23, H-8 PALM BEACH 115.7 PBI :---Chan 104 N26° 40.80′-W80° 05.19′



NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

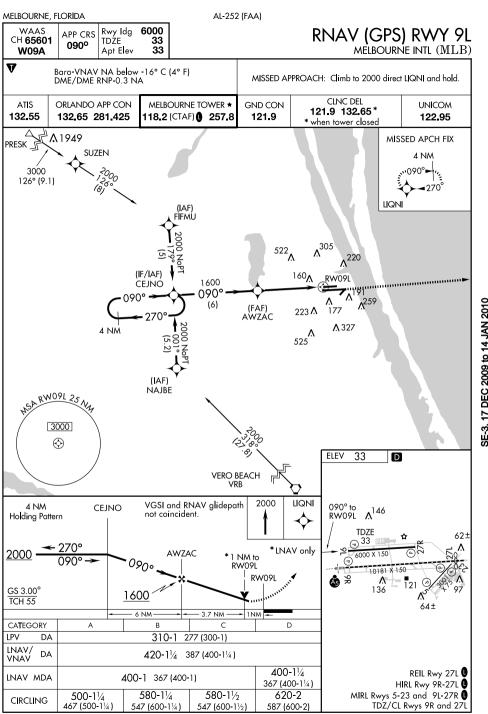
FORT LAUDERDALE 114.4 FLL Chan 91 N26° 04.48′ W80° 09.15' L-23, H-8

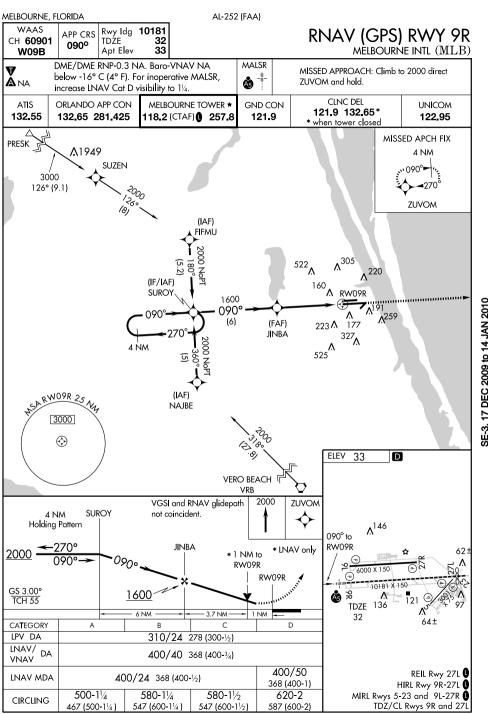
TAKE-OFF RUNWAY 9R: Fly runway heading until the CAPEN INT then turn left heading 360°. Thence....

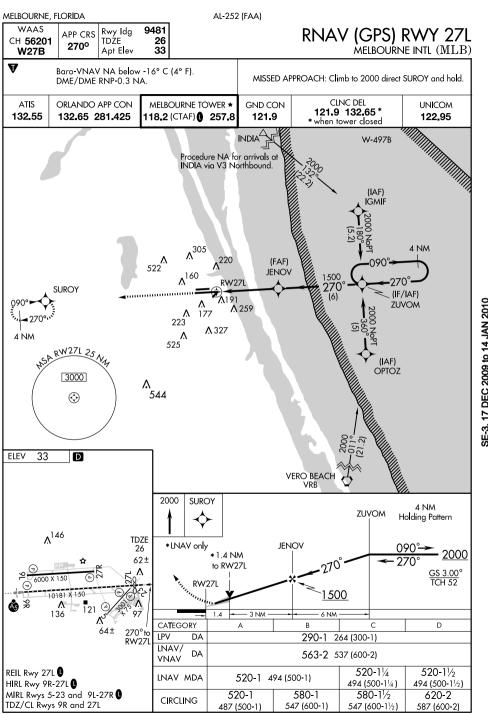
TAKE-OFF RUNWAY 27L: Fly runway heading. Thence....

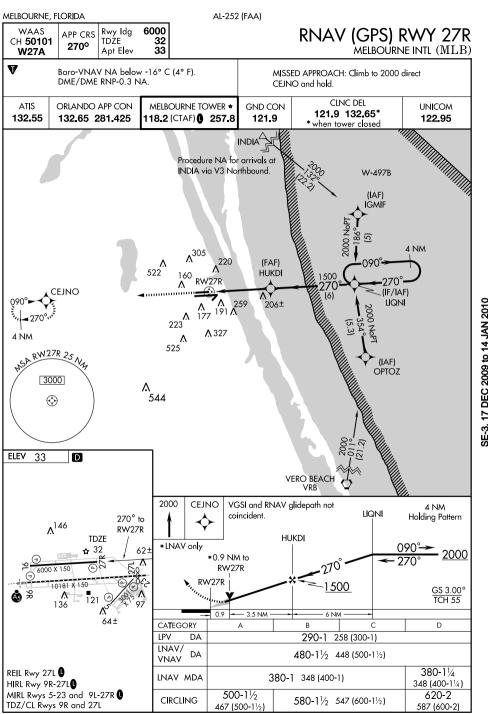
.... All aircraft expect radar vectors to join assigned route. Maintain 5,000 feet or assigned altitude. Expect clearance to filed altitude/flight level 10 minutes after departure.

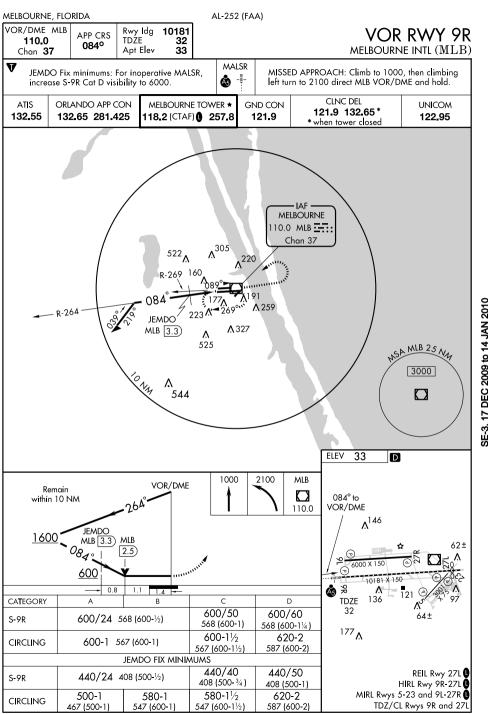
L-23, H-8

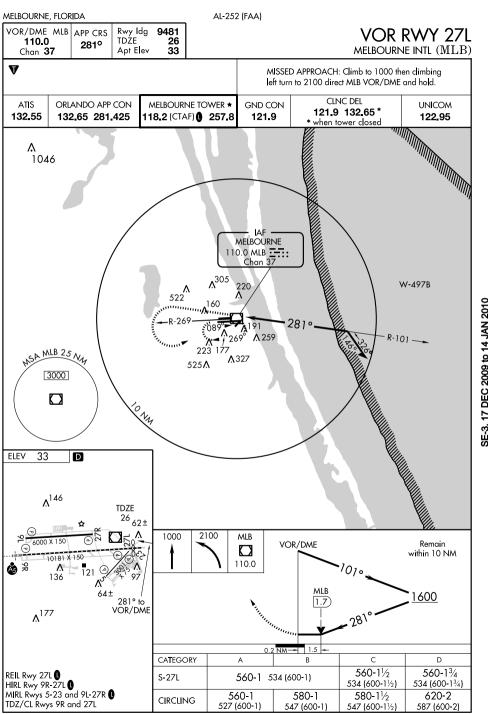










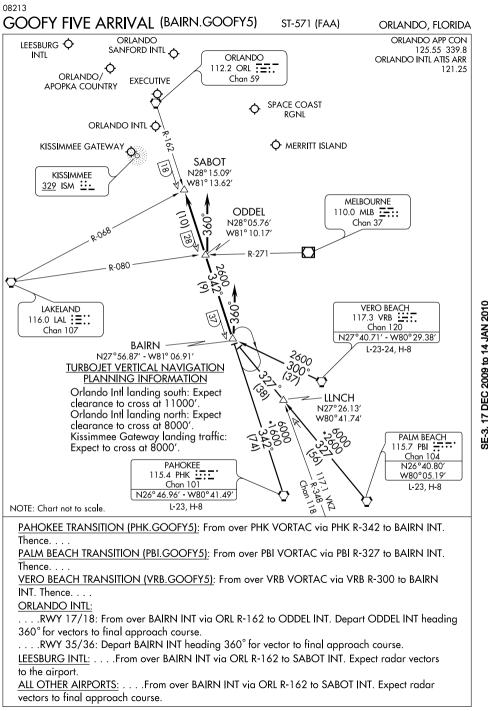


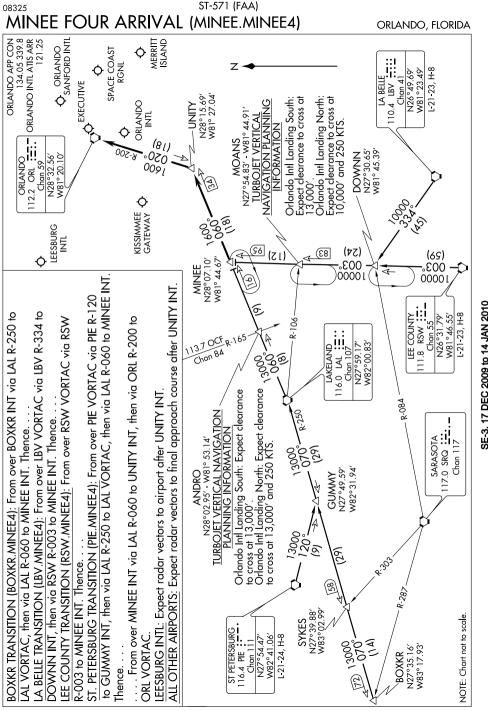
From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

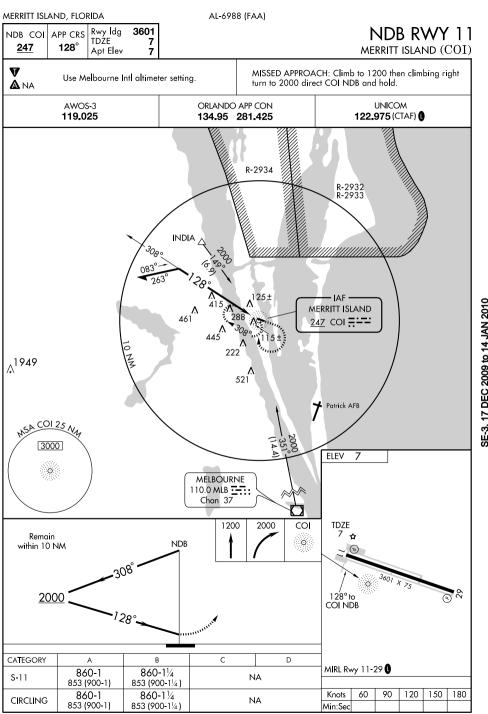
NOTE: Chart not to scale.

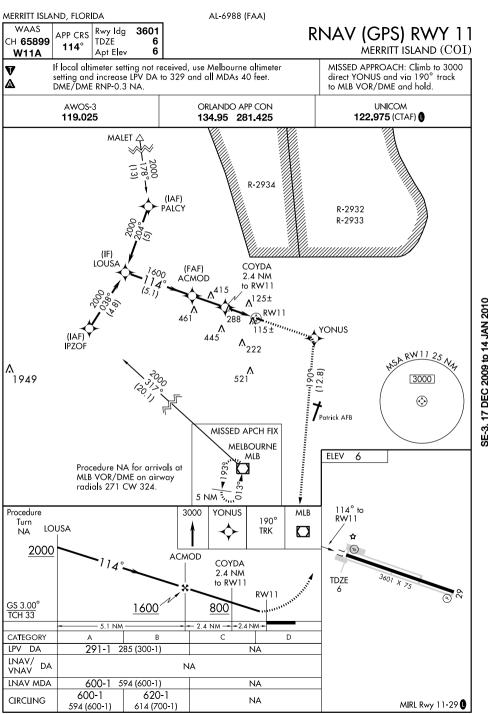
SE-3, 17 DEC 2009 to 14 .IAN 2010

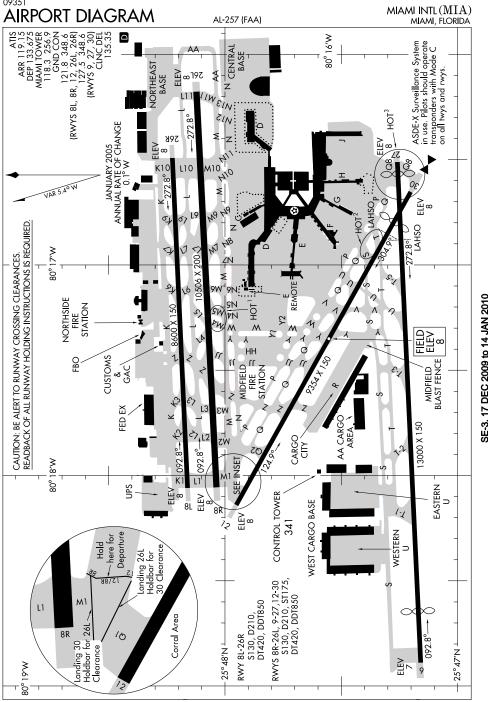
MELBOURNE INTL (COSTR.COSTR2) 09239 ST-571 (FAA) ORLANDO INTL COSTR TWO ARRIVAL (RNAV) ORLANDO, FLORIDA ORLANDO APP CON 125.55 338.2 **LEESBURG** ORLANDO ORLANDO INTL ATIS SANFORD INTL INTI 121.25 KNUKL ᄉ ORLANDO/ ONNER APOPKA COUNTRY NOTE: RNAV 1. ORLANDO TWONA NOTE: Radar Required. **EXECUTIVE** NOTE: DME/DME/IRU or GPS Required. SPACE COAST NOTE: TURBOJET/TURBOPROP aircraft only. **RGNL** NOTE: For aircraft landing satellite airports: expect radar vectors after COSTR. **KRAKN ORLANDO** INTL MERRITT **ISLAND** 4 KISSIMMEE **GATEWAY** TINKR **BIGGR ANDRO** Expect to cross at 13000. **EXBAN** 066° <sup>'P</sup>00 KMCO Landing North: PATRICK 060° (5)Expect 250 KIAS. **AFB** 141 ST PETERSBURG Ò **SETME** GROPE PIF MELBOURNE SE-3, 17 DEC 2009 to 14 JAN 2010 Expect to cross LAKELAND COSTR INTI at FL210. 1260 LAL KMCO Landing North: 5 NM Expect radar vectors after 13000 5000 COSTR SIMMR 101° (62) (29) 066° 066° (8) (3) (29) MOANS KMCO Landina North: 8 NM Expect to cross at 10000 8 NM **GUMMY** and 250 KIAS. KMCO Landing South: 8 NM **SYKFS** Expect to cross at 13000. Expect to cross at FL230. **DOWNN BOXKR** 13000 075° (14) 8 NM ARRIVAL DESCRIPTION BOXKR TRANSITION (BOXKR.COSTR2): LA BELLE TRANSITION (LBV.COSTR2): LEE COUNTY TRANSITION (RSW.COSTR2): IA BFIIF SIMMR TRANSITION (SIMMR.COSTR2): IBV ST. PETERSBURG TRANSITION (PIE.COSTR2): From over COSTR via 060° track to BIGGR. LEE COUNTY thence as depicted to KNUKL. **RSW** NOTE: Chart not to scale.











(ANNEY.ANNEY1) 08157 ST-257 (FAA) ANNEY ONE ARRIVAL MIAMI, FLORIDA MIAMI APP CON ORMOND BEACH 124.85 322.3 112.6 OMN == KENDALL TAMIAMI EXECUTIVE ATIS Chan 73 124.0 N29°18.20′ - W81°06.76′ MIAMI INTL ATIS L-21-23-24, H-8 119 15 HOMESTEAD ARB ATIS ★ 132.275 269.9 N MELBOURNE **PCMAN** 110.0 MLB ...: N28° 32.88′ Chan 37 W80°48.63′ N28° 06.32′-W80° 38.12′ 1-23-24 VFRO BEACH 117.3 VRB Chan 120 N27°40.71′ - W80°29.38′ L-23-24, H-8 PHORD SE-3, 17 DEC 2009 to 14, IAN 2010 N27°18.08′ - W80°20.18′ **TURBOJET** VERTICAL NAVIGATION PLANNING INFORMATION Expect to cross at FL240. FREEPORT 113.2 ZFP :-=: PALM BEACH Chan 79 115.7 PBI :---ANNEY Chan 104 N26° 33.32′ N26° 27.94′ - W80° 02.97′ N26°40.80′-W80°05.19′ W78° 41.87′ TURBOJET L-23. H-8 VERTICAL NAVIGATION PLANNING INFORMATION Miami Intl landing east: 5000 Expect to cross at 13000'. 269 Miami Intl landing west: (73)Expect to cross at 11000' HILEY N26° 15.26′ VIRGINIA KEY W80°00.79′ 117.1 VKZ **≌≟≒.** Chan 118 N25°45.11′ - W80°09.27′ **KAINS** N25° 57.78′ KENDALL-W80° 05.71′ MIAMI TAMIAM NOTE: DME Required. INTL **EXECUTIVE** NOTE: Turbojets and Turboprops only. O HOMESTEAD ARB **HOMESTEAD** OCEAN REEF CLUB **GENERAL** AVIATION NOTE: Chart not to scale. (Private)

ST-257 (FAA) 06047 MIAMI, FLORIDA

ANNEY ONE ARRIVAL (ANNEY.ANNEY1)

ARRIVAL ROUTE DESCRIPTION

FREEPORT TRANSITION (ZFP.ANNEY1): From over ZFP VOR/DME via ZFP R-269 to ANNEY INT. Thence . . . .

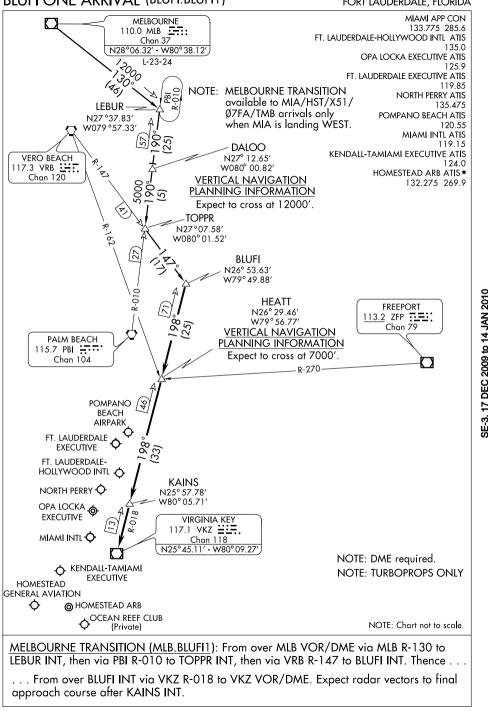
MELBOURNE TRANSITION (MLB.ANNEY1): From over MLB VOR/DME via MLB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI

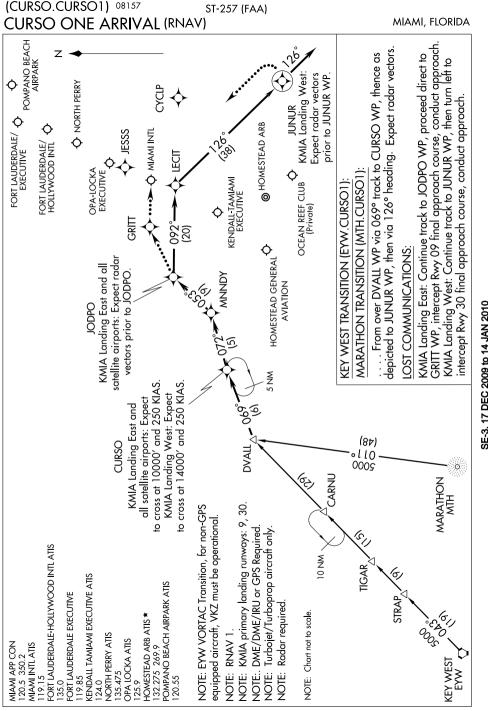
R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . . ORMOND BEACH TRANSITION (OMN.ANNEY1): From over OMN VORTAC via OMN R-161 to PCMAN INT, then via MLB R-343 to MLB VORTAC then via VRB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . . VERO BEACH TRANSITION (VRB.ANNEY1): From over VRB VORTAC via VRB

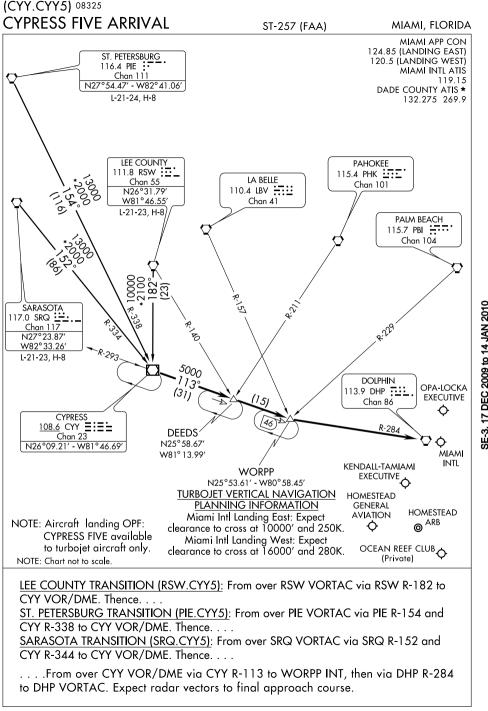
R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . . . . From over ANNEY, then via PBI R-174 to HILEY, then via VKZ R-018 to

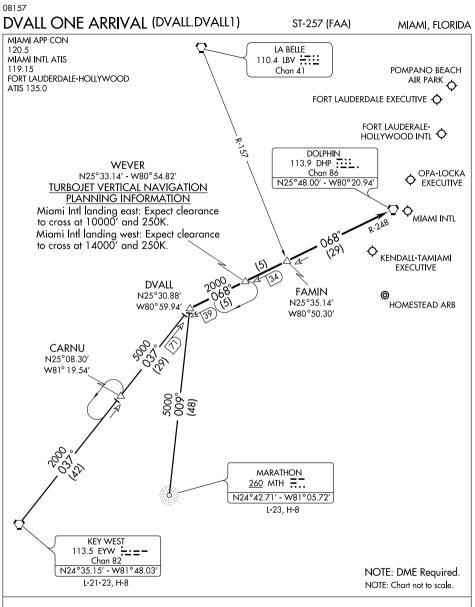
VKZ VOR/DME. Expect radar vectors to final approach course after KAINS.

SE-3, 17 DEC 2009 to 14 JAN 2010







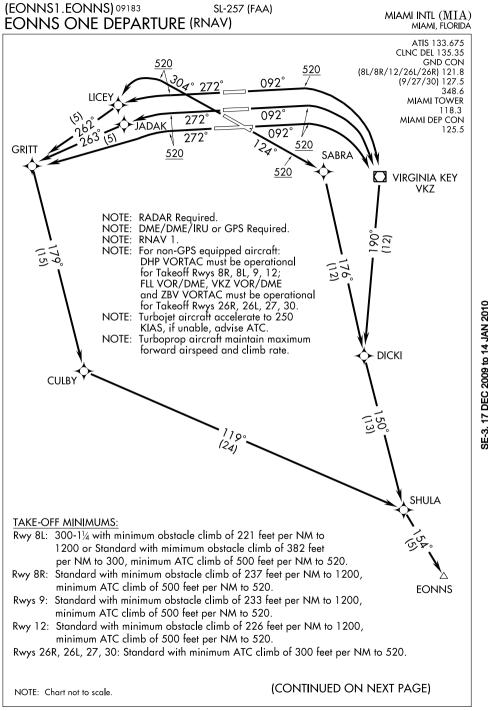


KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037 to DVALL INT. Thence. . . .

MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . . .

. . . . From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

SE-3, 17 DEC 2009 to 14 JAN 2010



#### DEPARTURE ROUTE DESCRIPTION

<u>TAKE-OFF RUNWAYS 8L, 8R, 9:</u> Climb heading 092° to 520, then right turn direct VKZ VOR/DME, then via depicted route to EONNS, thence. . . .

TAKE-OFF RUNWAY 12: Climb heading 124° to 520, then right turn direct SABRA,

then via depicted route to EONNS, thence. . . .
TAKE-OFF RUNWAY 26R: Climb heading 272° to 520, then left turn direct LICEY,

TAKE-OFF RUNWAY 26R: Climb heading 272° to 520, then left turn direct LICEY, then via depicted route to EONNS, thence.

TAKE-OFF RUNWAY 26L: Climb heading 272° to 520, then left turn direct JADAK, then via depicted route to EONNS, thence. . . .

TAKE-OFF RUNWAY 27: Climb heading 272° to 520, then left turn direct GRITT, then left turn via track 179° to CULBY, then via depicted route to EONNS, thence. . . . TAKE-OFF RUNWAY 30: Climb heading 304° to 520, then left turn direct LICEY, then via depicted route to EONNS, thence. . . .

.... Maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

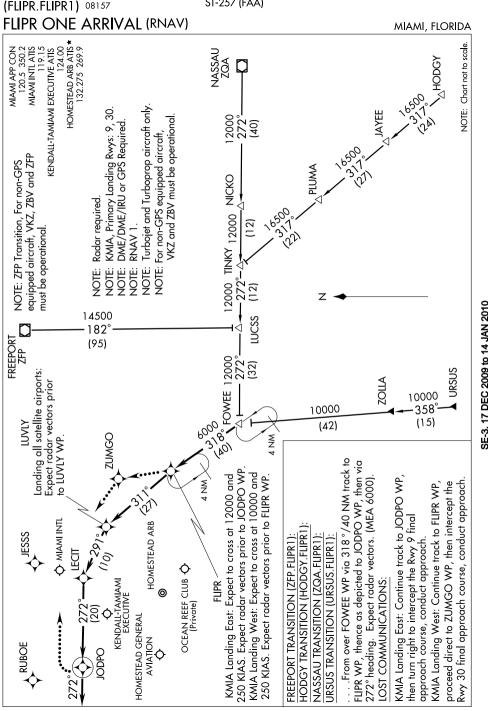
#### TAKE-OFF OBSTACLES:

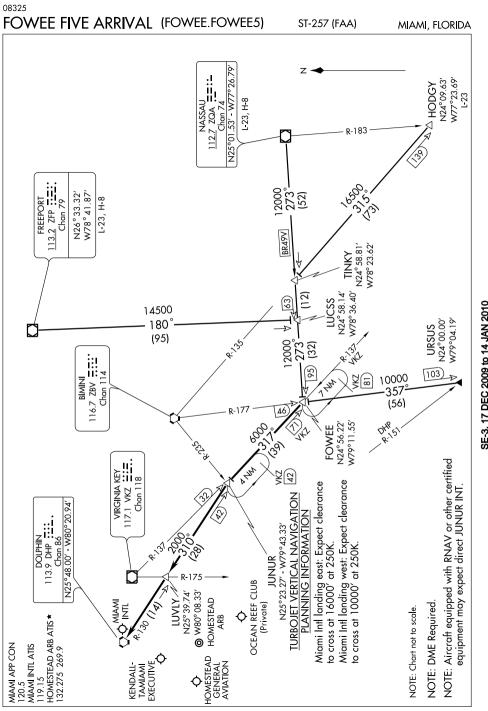
- NOTE: Rwy 8L, Bldg 3391' from DER, 1024' left of centerline, 160' AGL/172' MSL.
  Glideslope Antenna 804' from DER, 501' right of centerline, 32' AGL/46'
  MSL. Multiple Towers and Bldgs beginning 1350' from DER, 691' left of
  centerline, up to 150' AGL/164' MSL.
- NOTE: Rwy 8R, Tree 4064' from DER, 959' right of centerline, 98' AGL/112' MSL.

  Antenna and Multiple Trees beginning 2719' from DER, 194' left of
- centerline, up to 85' AGL/98' MSL.

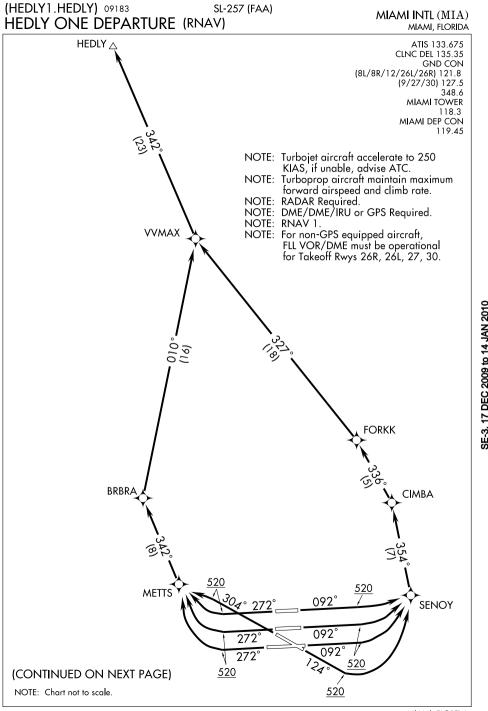
  NOTE: Rwy 9, Light 1232' from DER, 785' left of centerline, 39' AGL/48' MSL.
- Windsock 22' from DER, 438' right of centerline, 21' AGL/30' MSL.
  NOTE: Rwy 12, Railroad beginning 4' from DER, 356' right of centerline, 23' AGL/28'
  MSL. Building and Tree beginning 1064' from DER, 118' right of
- MSL. Building and Tree beginning 1064' from DER, 118' right of centerline, up to 94' AGL/108' MSL.

  Windsock 681' from DER, 345' left of centerline, 21' AGL/30' MSL.
- NOTE: Rwy 26R, Tower, Building, Multiple Light Poles and Trees beginning 741' from DER, 1' right of centerline, up to 66' AGL/80' MSL. Pole, Bldg, and Tower beginning 255' from DER, 5' left of centerline, up to 34' AGL/48' MSL.
- NOTE: Rwy 26L, Tower and Multiple Trees beginning 1306' from DER, 638' right of centerline, up to 63' AGL/77' MSL. Tree and Light Pole beginning 1773' from DER, 568' left of centerline, up to 61' AGL/75' MSL
- NOTE: Rwy 27, Railroad, Tree, and Multiple Light Poles beginning 750' from DER, 94' left of centerline, up to 62' AGL/76' MSL.
- NOTE: Rwy 30, Pole, Multiple Towers and Trees beginning 1414' from DER, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' left of centerline, 52' AGL/66' MSL.





ST-257 (FAA) 03191 FOWEE FIVE ARRIVAL (FOWEE.FOWEE5) MIAMI, FLORIDA ARRIVAL DESCRIPTION FREEPORT TRANSITION (ZFP.FOWEE5): From over ZFP VOR/DME via ZFP R-180 to LUCSS INT, then via ZQA R-273 to FOWEE INT. Thence . . . . HODGY TRANSITION (HODGY.FOWEE5): From over HODGY INT via ZBV R-135 to TINKY INT, then via ZQA R-273 to FOWEE INT. Thence . . . NASSAU TRANSITION (ZQA.FOWEE5): From over ZQA VOR/DME via ZQA R-273 (BR49V) to FOWEE INT. Thence . . . . URSUS TRANSITION (URSUS FOWEE5): From over URSUS INT via ZBV R-177 to FOWEE INT. Thence . . . . . . . . From over FOWEE INT via VKZ R-137 to JUNUR INT, then via DHP R-130 to DHP VORTAC. Expect radar vectors to final approach course after LUVLY INT. SE-3, 17 DEC 2009 to 14, IAN 2010



#### V DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8L, 8R, 9: Climb heading 092° to 520, then left turn direct SENOY, then via depicted route to HEDLY, thence. . . .

TAKE-OFF RUNWAY 12: Climb heading 124° to 520, then left turn direct SENOY,

then via depicted route to HEDLY, thence. . . . TAKE-OFF RUNWAYS 26R, 26L, 27: Climb heading 272° to 520, then right turn

direct METTS, then via depicted route to HEDLY, thence. . . . TAKE-OFF RUNWAY 30: Climb heading 304° to 520, then left turn direct METTS, then via depicted route to HEDLY, thence. . . .

. . . . Maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

# TAKE-OFF MINIMUMS:

Rwy 8L: 300-1½ or Standard with minimum obstacle climb of 382 feet per NM to 300, minimum ATC climb of 500 feet per NM to 520. Rwys 8R, 9: Standard with minimum ATC climb of 500 feet per NM to 520.

Rwy 12: Standard with minimum obstacle climb of 229 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwys 26R, 26L, 27, 30: Standard with minimum ATC climb of 300 feet per NM to 520.

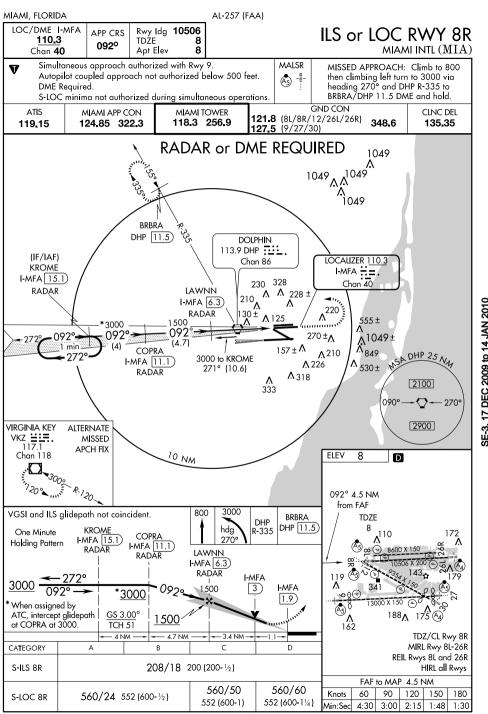
# TAKE-OFF OBSTACLES:

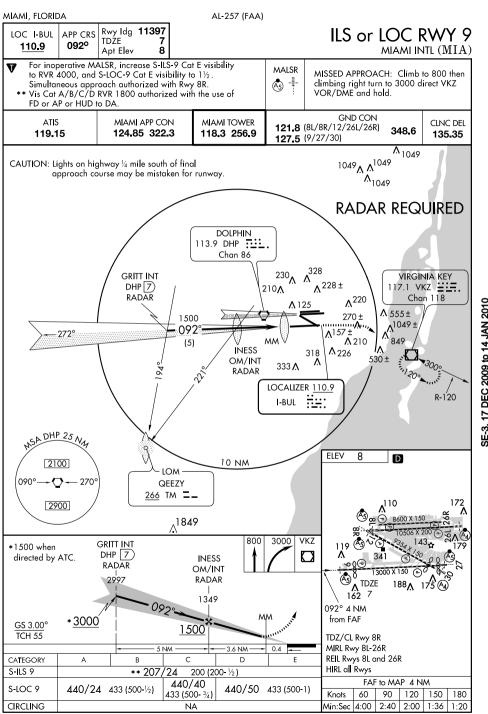
- NOTE: Rwy 8L, Bldg 3391' from DER, 1024' left of centerline, 160' AGL/172' MSL. Glideslope Antenna 804' from DER, 501' right of centerline, 32' AGL/46' MSL. Multiple Towers and Bldgs beginning 1350' from DER, 691' left of centerline, up to 150' AGL/164' MSL.
- NOTE: Rwy 8R, Tree 4064' from DER, 959' right of centerline, 98' AGL/112' MSL. Antenna and Multiple Trees beginning 2719' from DER, 194' left of centerline,
- up to 85' AGL/98' MSL. NOTE: Rwy 9, Light 1232' from DER, 785' left of centerline, 39' AGL/48' MSL.
- Windsock 22' from DER, 438' right of centerline, 21' AGL/30' MSL. NOTE: Rwy 12, Railroad beginning 4' from DER, 356' right of centerline, 23' AGL/28' MSL.
- Building and Tree beginning 1064' from DER, 118' right of centerline, up to 94' AGL/108' MSL. Windsock 681' from DER, 345' left of centerline, 21' AGL/30' MSL.
- NOTE: Rwy 26R, Tower, Building, Multiple Light Poles and Trees beginning 741' from DER, 1' right of centerline, up to 66' AGL/80' MSL. Pole, Bldg, and Tower
- beginning 255' from DER, 5' left of centerline, up to 34' AGL/48' MSL. NOTE: Rwy 26L, Tower and Multiple Trees beginning 1306' from DER, 638' right of centerline,
- left of centerline, up to 61' AGL/75' MSL. NOTE: Rwy 27, Railroad, Tree, and Multiple Light Poles beginning 750' from DER, 94' left

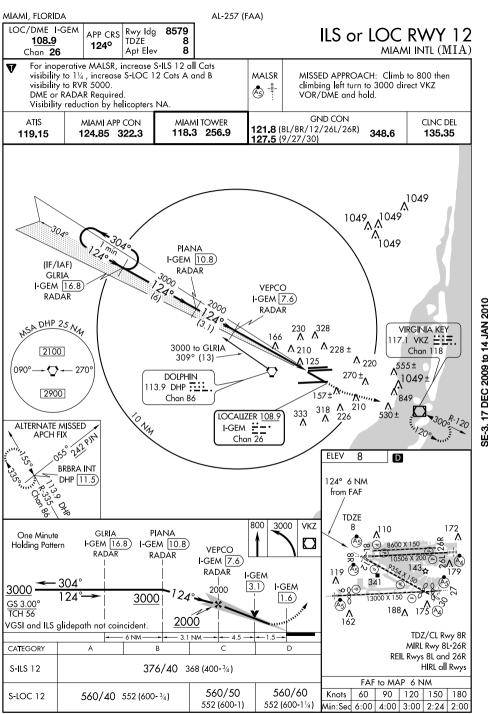
up to 63' AGL/77' MSL. Tree and Light Pole beginning 1773' from DER, 568'

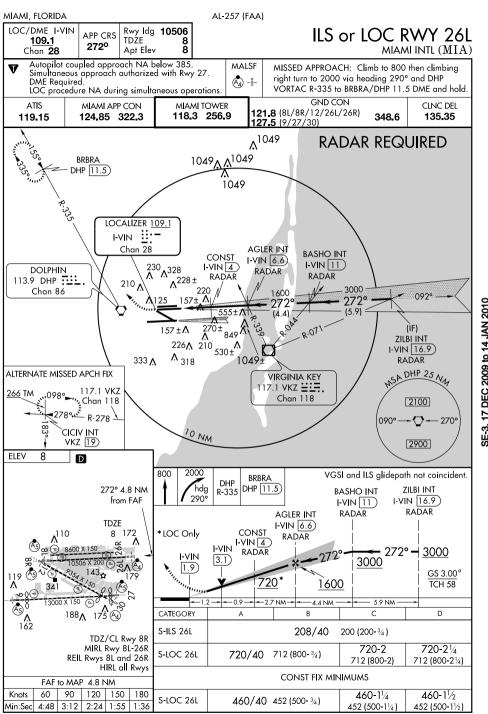
- of centerline, up to 62' AGL/76' MSL.
- NOTE: Rwy 30, Pole, Multiple Towers and Trees beginning 1414' from DER, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' left of centerline, 52' AGL/66' MSL.

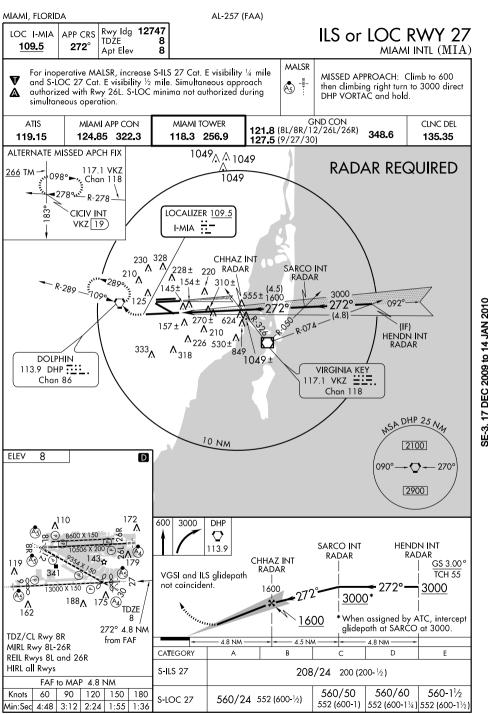
(HILEY.HILEY2) 07074 ST-257 (FAA) HILEY TWO ARRIVAL (RNAV) MIAMI, FLORIDA FREEPORT TRANSITION (ZFP.HILEY2): MIAMI APP CON ORMOND 124.85 322.2 JORAY TRANSITION (JORAY.HILEY2): **BEACH** MIAMI INTL ATIS OMN ORMOND BEACH TRANSITION (OMN.HILEY2): 119 15 14 NM From over HILEY WP via 199°/18 NM track KENDALL-TAMIAMI EXECUTIVE ATIS to KAINS WP, thence as depicted to RUBOE WP, HOMESTEAD ARB ATIS ★ then via 271° heading. Expect radar vectors. 12 NM 132.275 269.9 LOST COMMUNICATIONS: **PCMAN** KMIA Landing East: Continue track to RUBOE WP then turn left to intercept Rwy 8L final approach course, conduct approach. **JORAY** KMIA Landing West: Continue track to HILEY WP, proceed to proceed direct to HOXIL WP, then turn right to intercept Rwy 26R final approach course, conduct approach. MFIBOURNE MIB OSOGY VERO BEACH **VRB** SE-3, 17 DEC 2009 to 14, IAN 2010 **ENVOY FREEPORT** ZFP **PHORD** 10000 YOSS 274 (50)5 NM PALM BEACH PBI MILSY KMIA Landing East: Expect to cross at 16000 and 250 KIAS. **ANNEY** KMIA Landing West: Expect to KMIA Landing East: Expect to **BOYUR** cross at 13000 and 250 KIAS. cross at 13000 and 250 KIAS. KMIA Landing West: Expect to cross at 11000 and 250 KIAS. HILEY NOTE: Primary Landing Runways: 08L, 12, 26R. NOTE: DME/DME/IRU or GPS Required. CIMBA NOTE: RNAV 1. JESSS NOTE: Radar Required. 271°\_RUBOE NOTE: Turbojet/Turboprop aircraft only. (6) (31)MIAMI INTL NOTE: OMN Transition, for non-GPS equipped aircraft, JODPO -DHP must be operational. KENDALL-TAMIAMI NOTE: ZFP Transition, for non-GPS HOMESTEAD ARB **EXECUTIVE** equipped aircraft, FLL and PBI must be OCEAN REEF CLUB operational. HOMESTEAD GENERAL (Private) NOTE: Chart not to scale. AVIATION

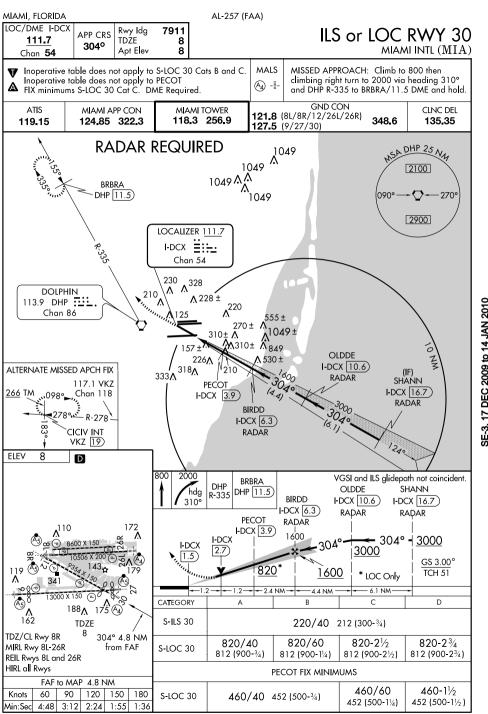


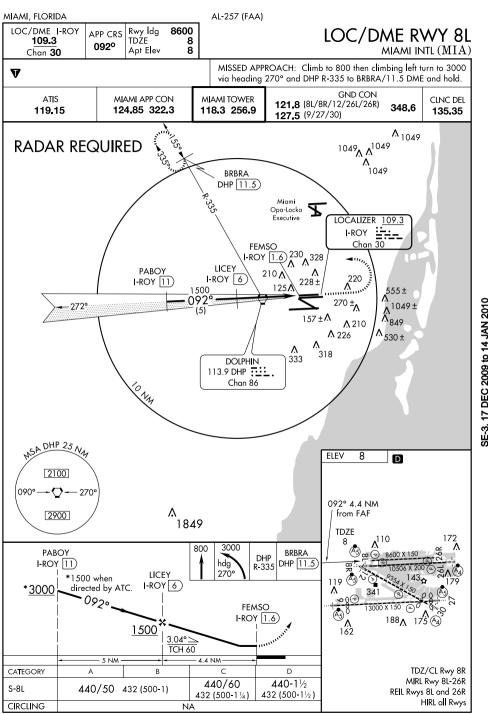


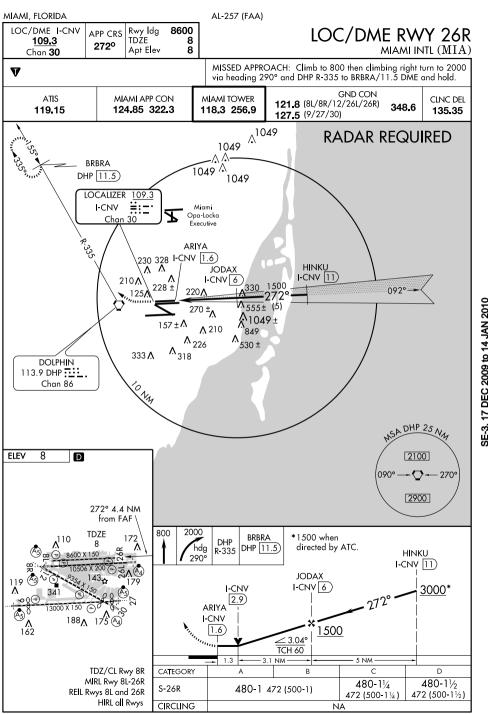


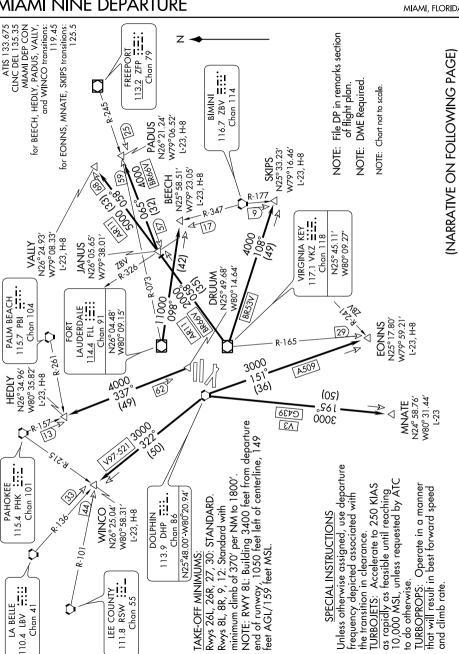












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77

#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb on heading as assigned by ATC.

NOTE: Rwy 26L, 26R, 30: If assigned left turn climb runway heading to 600' before left turn.

NOTE: Rwy 27: If assigned right turn climb runway heading to 600' before right turn.

ALL aircraft maintain 5000 feet or assigned lower altitude and expect vectors to appropriate transition. Expect further clearance to filed altitude ten (10) minutes after departure. Unless otherwise assigned, departure frequency for North transitions (WINCO, HEDLY, VALLY, PADUS and BEECH) use 119.45, South transitions (SKIPS, EONNS, and MNATE) use 125.5.

BEECH TRANSITION (MIA9.BEECH): From over FLL VOR/DME via FLL R-098 to BEECH INT. Thence as filed.

EONNS TRANSITION (MIA9.EONNS): Intercept the DHP VORTAC R-151 to EONNS INT. Thence as filed.

HEDLY TRANSITION (MIA9.HEDLY): From over DRUUM DME FIX via PHK R-157 to HEDLY INT. Thence as filed.

MNATE TRANSITION (MIA9.MNATE): Intercept the DHP VORTAC R-195 to MNATE DME FIX. Thence as filed.

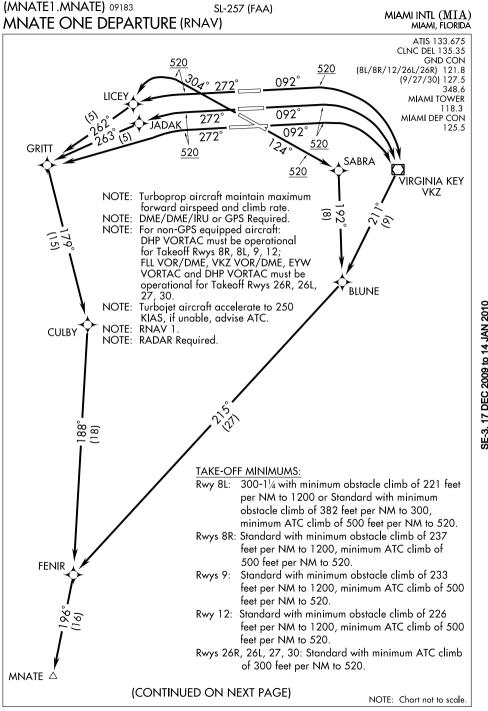
PADUS TRANSITION (MIA9.PADUS): From over VKZ VOR/DME via VKZ R-058 to JANUS INT and ZFP R-245 to PADUS

DME FIX. Thence as filed.

SKIPS TRANSITION (MIA9.SKIPS): From over VKZ VOR/DME via VKZ R-108 to SKIPS INT. Thence as filed.

VALLY TRANSITION (MIA9. VALLY): From over VKZ VOR/DME via VKZ R-058 to VALLY DME FIX. Thence as filed.

WINCO TRANSITION (MIA9.WINCO): From over DHP VORTAC via DHP R-322 to WINCO INT. Thence as filed.



(MNATE1.MNATE) 06271 SL-257 (FAA) MIAMIINTL(MIA)MNATE ONE DEPARTURE (RNAV)

MIAMI, FLORIDA

V

# DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8L, 8R, 9: Climb heading 092° to 520', then right turn direct VKZ VOR/DME, then via depicted route to MNATE, thence. . . .

TAKE-OFF RUNWAY 12: Climb heading 124° to 520', then direct SABRA, then via depicted route to MNATE, thence. . . .

TAKE-OFF RUNWAY 26R: Climb heading 272° to 520', then direct LICEY, then via depicted route to MNATE, thence. . . .

TAKE-OFF RUNWAY 26L: Climb heading 272° to 520', then left turn direct JADAK, then via depicted route to MNATE, thence. . . .

TAKE-OFF RUNWAY 27: Climb heading 272° to 520', then left turn direct GRITT, then via depicted route to MNATE, thence. . . . TAKE-OFF RUNWAY 30: Climb heading 304° to 520′, then left turn direct LICEY, then via

depicted route to MNATE, thence. . . . . . . . Maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within

10 minutes after departure.

## TAKE-OFF OBSTACLES:

NOTE: Rwy 8L. Blda 3391' from DER. 1024' left of centerline. 160' AGL/172' MSL. Glideslope antenna 804' from DER, 501' right of centerline, 32' AGL/46' MSL. Multiple towers and bldgs beginning 1350' from DER, 691' left of centerline,

NOTE: Rwy 8R, Tree 4064' from DER, 959' right of centerline, 98' AGL/112' MSL. Antenna and multiple trees beginning 2719' from DER, 194' left of centerline,

up to 150' AGL/164' MSL.

up to 85' AGL/98' MSL. NOTE: Rwy 9, Light 1232' from DER, 785' left of centerline, 39' AGL/48' MSL.

Windsock 22' from DER, 438' right of centerline, 21' AGL/30' MSL. NOTE: Rwy 12, Railroad beginning 4' from DER, 356' right of centerline, 23' AGL/28' MSL.

Building and tree beginning 1064' from DER, 118' right of centerline, up to 94' AGL/108' MSL. Windsock 681' from DER, 345' left of centerline, 21' AGL/30' MSL. NOTE: Rwy 26R, Tower, building, multiple light poles and trees beginning 741' from DER,

1' right of centerline, up to 66' AGL/80' MSL. Pole, bldg, and tower beginning 255' from DER, 5' left of centerline, up to 34' AGL/48' MSL.

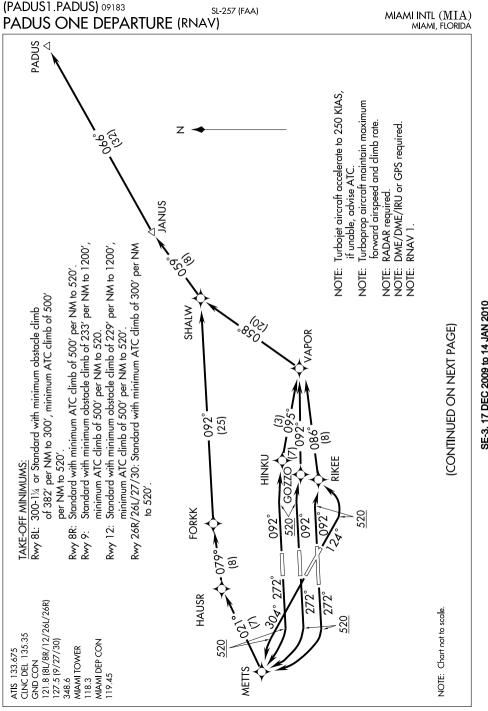
NOTE: Rwy 26L, Tower and multiple trees beginning 1306' from DER, 638' right of centerline, up to 63' AGL/77' MSL. Tree and light pole beginning 1773' from DER, 568'

left of centerline, up to 61' AGL/75' MSL.

NOTE: Rwy 27, Railroad, tree, and multiple light poles beginning 750' from DER, 94' left of centerline, up to 62' AGL/76' MSL. NOTE: Rwy 30, Pole, multiple towers and trees beginning 1414' from DER, 189' right of

centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' left of centerline, 52' AGL/66' MSL.

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### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8L: Climb heading 092° to 520′, then right turn direct HINKU, then via depicted route to PADUS, thence. . . .

TAKE-OFF RUNWAY 8R: Climb heading 092° to 520′, then right turn direct

GOZZO, then via depicted route to PADUS, thence. . . .

TAKE-OFF RUNWAY 9: Climb heading 092° to 520′, then right turn direct RIKEE, then via depicted route to PADUS, thence. . . .

TAKE-OFF RUNWAY 12: Climb heading 124° to 520′, then left turn direct

RIKEE, them via depicted route to PADUS, thence. . . .

TAKE-OFF RUNWAY 26L, 26R, 27: Climb heading 272° to 520′, then right turn direct METTS, then via depicted route to PADUS, thence. . . .

TAKE-OFF RUNWAY 30: Climb heading 304° to 520′, then left turn direct METTS, then via depicted route to PADUS, thence. . . .

.... Maintain 5000' or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

#### TAKE-OFF OBSTACLES:

NOTE: Rwy 8L, Bldg 3391' from DER, 1024' left of centerline, 160' AGL/172' MSL.

Glideslope antenna 804' from DER, 501' right of centerline, 32' AGL/46' MSL.

Multiple towers and bldgs beginning 1350' from DER, 691' left of centerline,

up to 150' AGL/164' MSL.

NOTE: Rwy 8R, Tree 4064' from DER, 959' right of centerline, 98' AGL/112' MSL.

Antenna and multiple trees beginning 2719' from DER, 194' left of centerline,

up to 85' AGL/98' MSL.

NOTE: Rwy 9, Light 1232' from DER, 785' left of centerline, 39' AGL/48' MSL.

Windsock 22' from DER, 438' right of centerline, 21' AGL/30' MSL.
NOTE: Rwy 12, Railroad beginning 4' from DER, 356' right of centerline, 23' AGL/28' MSL.

Building and tree beginning 1064' from DER, 118' right of centerline, up to 94' AGL/108' MSL. Windsock 681' from DER, 345' left of centerline, 21' AGL/30' MSL.

NOTE: Rwy 26R, Tower, building, multiple light poles and trees beginning 741' from DER,

1' right of centerline, up to 66' AGL/80' MSL. Pole, bldg, and tower beginning

255' from DER, 5' left of centerline, up to 34' AGL/48' MSL.

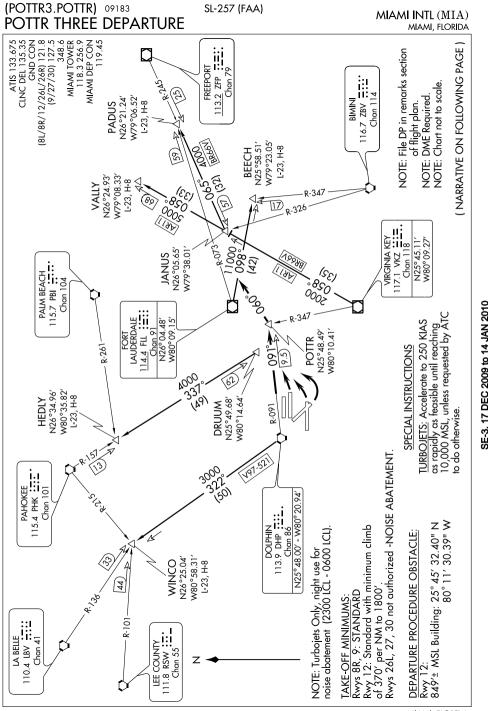
255' from DER, 5' left of centerline, up to 34' AGL/48' MSL.

NOTE: Rwy 26L, Tower and multiple trees beginning 1306' from DER, 638' right of centerline,

up to 63' AGL/77' MSL. Tree and light pole beginning 1773' from DER, 568' left of centerline, up to 61' AGL/75' MSL.

NOTE: Rwy 27, Railroad, tree, and multiple light poles beginning 750' from DER, 94' left of centerline, up to 62' AGL/76' MSL.

NOTE: Rwy 30, Pole, multiple towers and trees beginning 1414' from DER, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' left of centerline, 52' AGL/66' MSL.



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(POTTR3.POTTR) 07186

# DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 8R: Intercept DHP VORTAC R-091 to POTTR INT.

Thence TAKE-OFF RUNWAYS 9 and 12: Turn left to intercept DHP VORTAC

R-091 to POTTR INT. Thence.... .... turn left heading 060°. Expect radar vectors to appropriate transition. All

aircraft maintain 5000' or assigned lower altitude. Expect further clearance to filed altitude ten (10) minutes after departure. Unless otherwise assigned. departure frequency for BEECH, HEDLY, PADUS, VALLY and WINCO

transitions use 119.45.

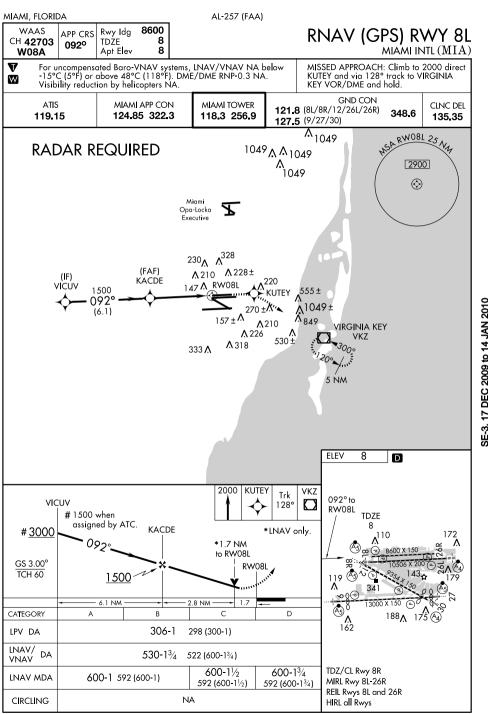
BEECH TRANSITION (POTTR3.BEECH): From over FLL VOR/DME via FLL R-098 to BEECH INT. Thence as filed.

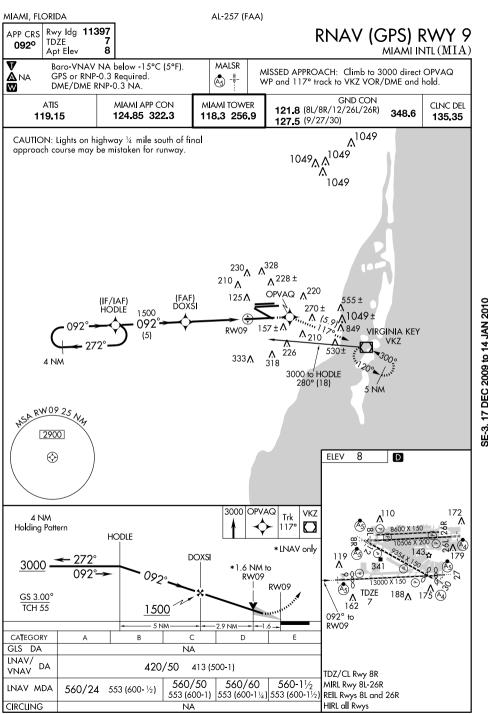
HEDLY TRANSITION (POTTR3.HEDLY): From over DRUUM DME FIX via PHK VORTAC R-157 to HEDLY INT. Thence as filed.

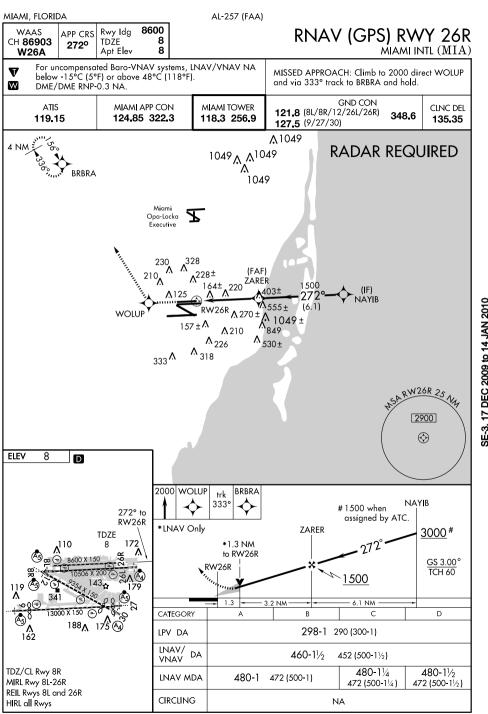
PADUS TRANSITION (POTTR3.PADUS): From over VKZ VOR/DME via VKZ R-058 to JANUS INT and ZFP VOR/DME R-245 to PADUS DME FIX. Thence as filed.

VALLY TRANSITION (POTTR3. VALLY): From over VKZ VOR/DME via VKZ R-058 to VALLY DME FIX. Thence as filed.

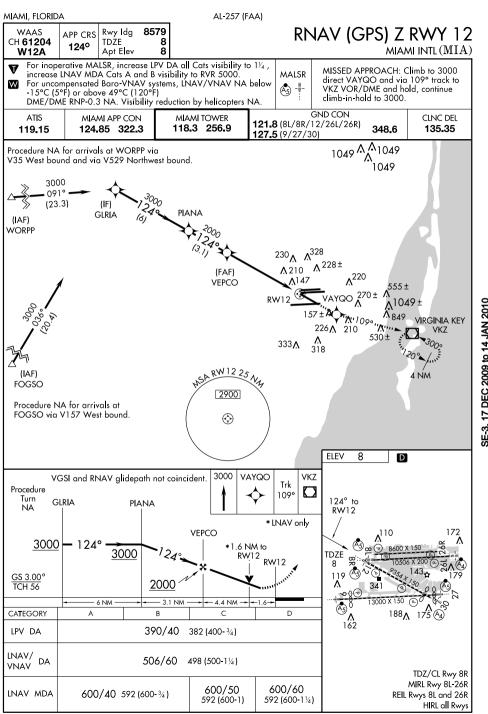
WINCO TRANSITION (POTTR3.WINCO): From over DHP VORTAC via DHP R-322 to WINCO INT. Thence as filed.

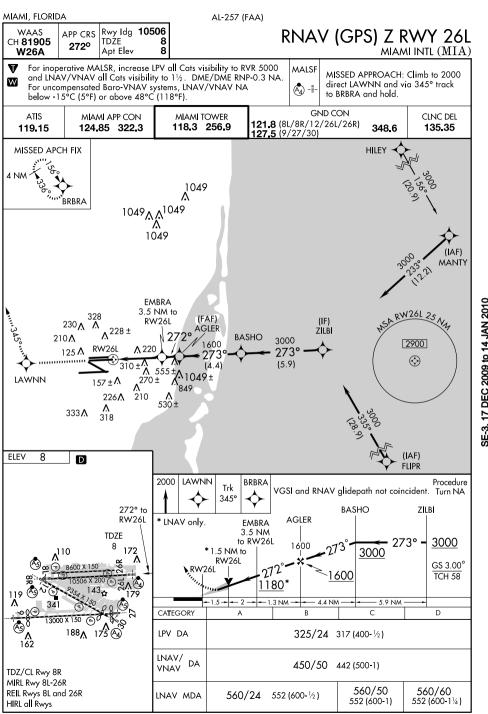


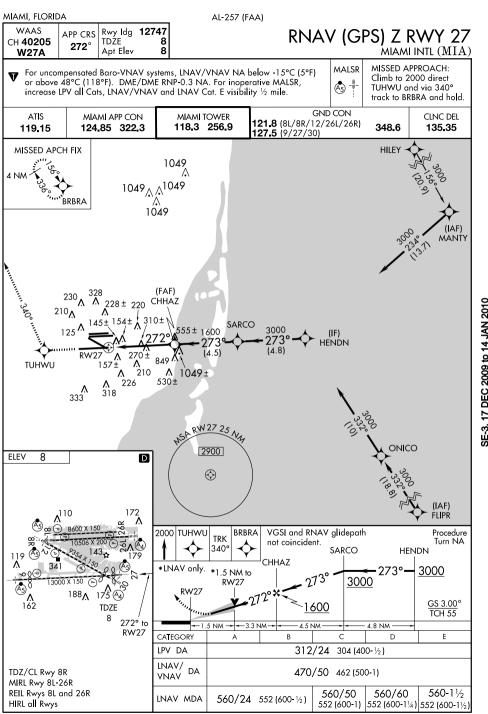


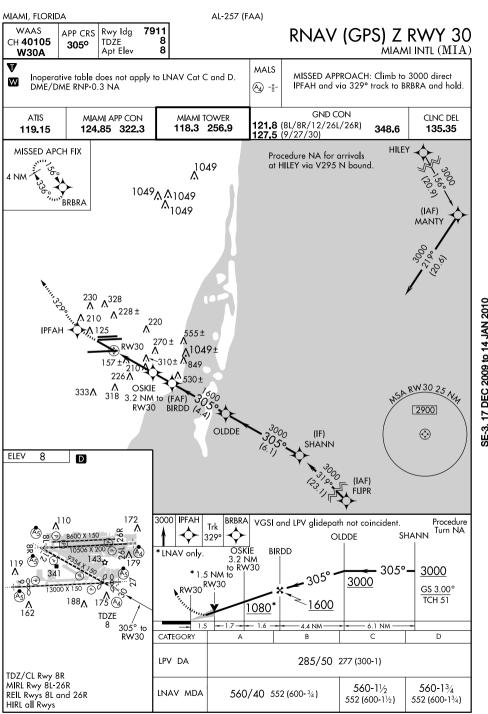


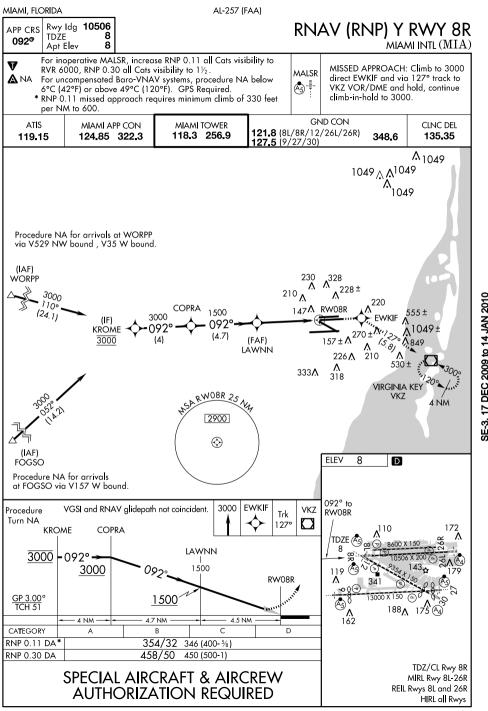
MIAMI, FLORIDA	4	AL-2	57 (FAA)				
WAAS CH <b>97404</b> <b>W08A</b>	APP CRS D920 Rwy Idg TDZE Apt Elev	506 8 8	ŀ	RNAV (G		RWY 8R HINTL (MIA)	
LNAV/VI systems, I	rative MALSR, increase L NAV all Cats visibility to .NAV/VNAV NA below - E RNP-0.3 NA.	l ¾ . For uncompensat	ed Baro-VNAV	direct E\	WKIF and via	Climb to 3000 127° track to DME and hold.	
ATIS 119.15	MIAMI APP CON 124.85 322.3	MIAMI TOWER 118.3 256.9	<b>121.8</b> (8L/8 <b>127.5</b> (9/27	GND CON (R/12/26L/26R) (7/30)	348.6	CLNC DEL 135.35	
Procedure NA for arrivals at WORPP							
via V35 (IAF) WORPP  300(110°) (24.1)	KROME	COPRA 1500 092° (4.7)	(FAF) 210 LAWNN 119	± M <sup>125</sup> V08R 270	) ± /	55± 1049± 849	to 14 .IAN 2010
	e NA for arrivals at ria V157 W bound.	2900 ⊕		ELEV 8	VIRGINIA I	4 NM	SE-3, 17 DEC 2009 to 14 JAN 2010
Procedure Turn NA KRC 3000	-092°	LAWNN	*1.6 NM to RW08R	119 🚳	110 ∞ ⊚ 8600 X 10506 341	(4)	
GS 3.00° TCH 51		500 2.91 B C	RW08R	↑	13000 X 150 ( 188∧	175 (A)	
LPV DA	2	73/24 265 (300-1/2	)				
LNAV/ DA VNAV MDA	500/24 592 (600	30/60 522 (600-1) 0-½) 600/5 592 (600	50 600/6			TDZ/CL Rwy 8R AIRL Rwy 8L-26R Iwys 8L and 26R HIRL all Rwys	

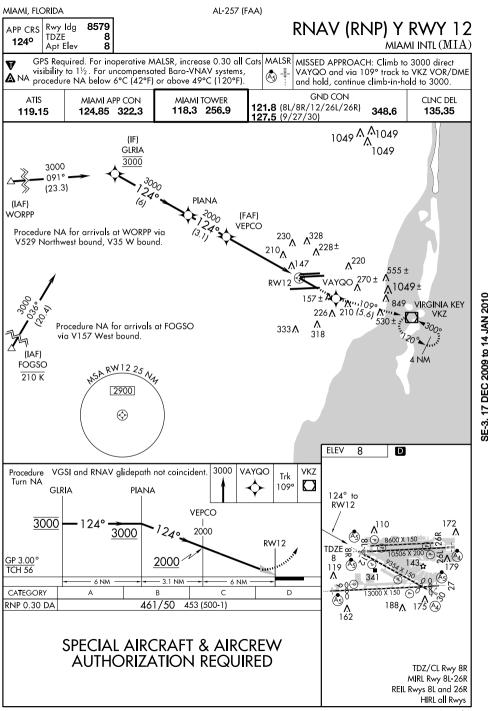


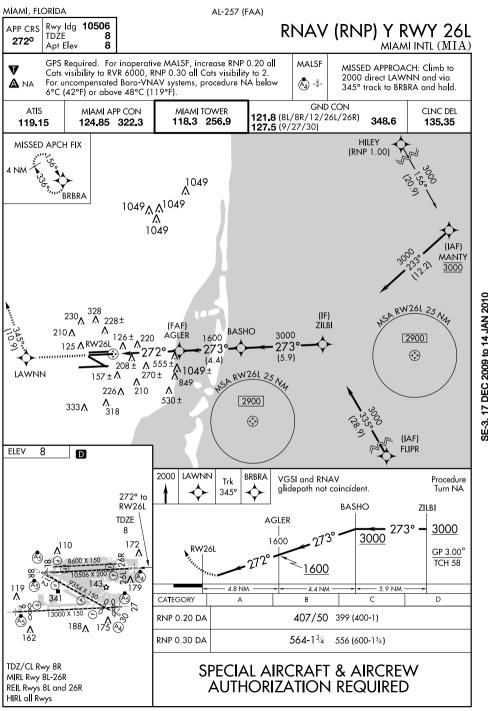


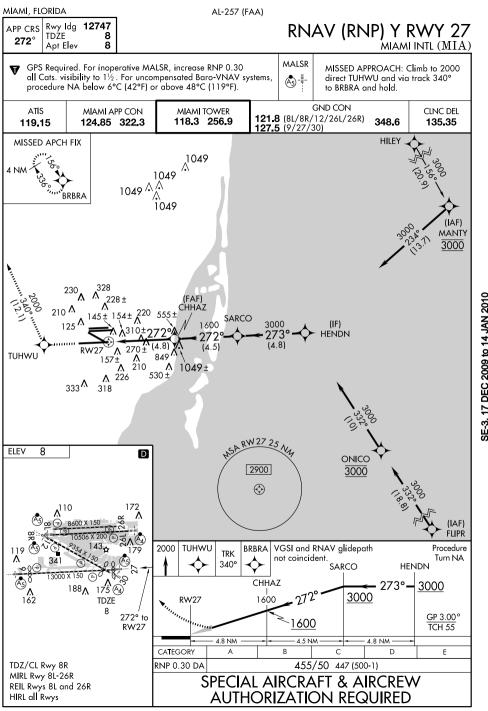


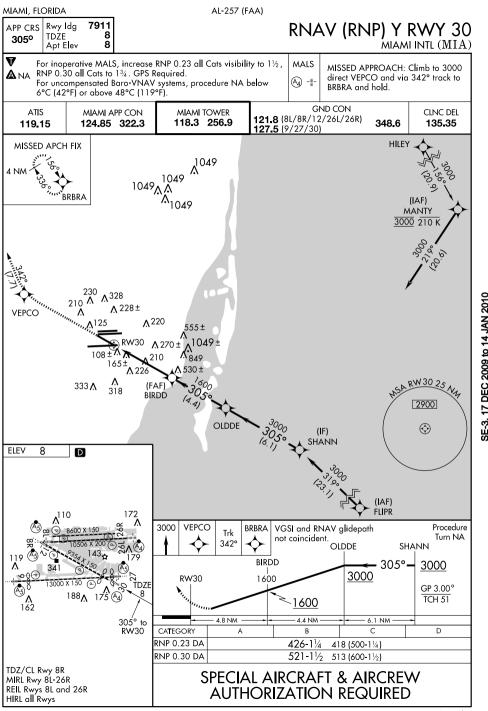


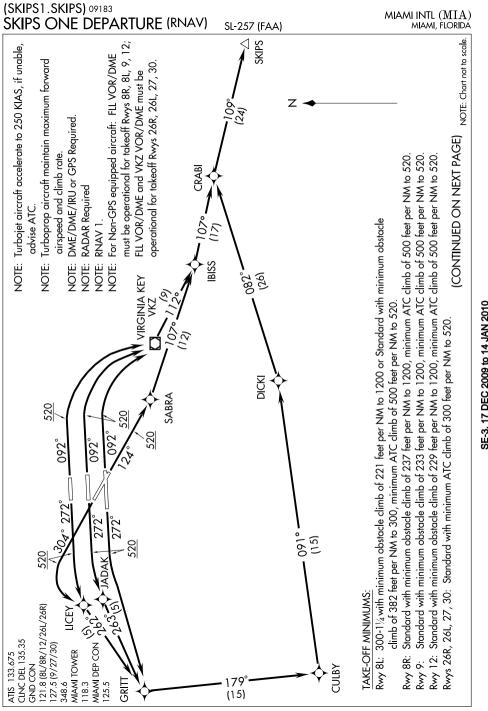












SE-3, 17 DEC 2009 to 14 JAN 2010

#### V

#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8L, 8R, 9: Climb heading 092° to 520, then right turn direct VKZ VOR/DME, then via depicted route to SKIPS, thence . . . .

VKZ VOR/DME, then via depicted route to SKIPS, thence . . . .

TAKE-OFF RUNWAY 12: Climb heading 124° to 520, then direct SABRA,

TAKE-OFF RUNWAY 12: Climb heading 124° to 520, then direct SABRA, then via depicted route to SKIPS, thence . . . .

TAKE-OFF RUNWAY 26R: Climb heading 272° to 520, then left turn direct

LICEY, then via depicted route to SKIPS, thence . . .

TAKE-OFF RUNWAY 26L: Climb heading 272° to 520, then left turn direct JADAK, then via depicted route to SKIPS, thence . . . .

JADAK, then via depicted route to SKIPS, thence . . . .

TAKE-OFF RUNWAY 27: Climb heading 272° to 520, then left turn direct
GRITT, then left turn via track 179° to CULBY, then via depicted route to SKIPS, thence....

TAKE-OFF RUNWAY 30: Climb heading 304° to 520, then left turn direct

LICEY, then via depicted route to SKIPS, thence . . . .

.... Maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

#### TAKE-OFF OBSTACLES:

NOTE: Rwy 8L, Bldg 3391' from DER, 1024' left of centerline, 160' AGL/172' MSL.

Glideslope Antenna 804' from DER, 501' right of centerline, 32' AGL/46'

MSL. Multiple Towers and Bldgs beginning 1350' from DER, 691' left of
centerline, up to 150' AGL/164' MSL.

NOTE: Rwy 8R, Tree 4064' from DER, 959' right of centerline, 98' AGL/112' MSL.

Antenna and Multiple Trees beginning 2719' from DER, 194' left of centerline, up to 85' AGL/98' MSL.

NOTE: Rwy 9, Light 1232' from DER, 785' left of centerline, 39' AGL/48' MSL.
Windsock 22' from DER, 438' right of centerline, 21' AGL/30' MSL.

NOTE: Rwy 12, Railroad beginning 4' from DER, 356' right of centerline, 23' AGL/28'
MSL. Building and Tree beginning 1064' from DER, 118' right of
centerline, up to 94' AGL/108' MSL. Windsock 681' from DER, 345' left

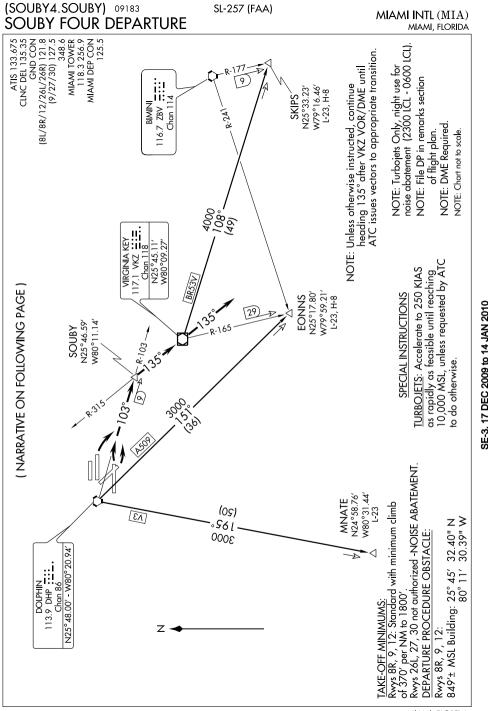
centerline, up to 94' AGL/108' MSL. Windsock 681' from DER, 345' left of centerline, 21' AGL/30' MSL. NOTE: Rwy 26R, Tower, Building, Multiple Light Poles and Trees beginning 741' from

DER, 1' right of centerline, up to 66' AGL/80' MSL. Pole, Bldg, and
Tower beginning 255' from DER, 5' left of centerline, up to 34' AGL/48' MSL.

NOTE: Rwy 26L, Tower and Multiple Trees beginning 1306' from DER, 638' right of centerline, up to 63' AGL/77' MSL. Tree and Light Pole beginning 1773' from DER, 568' left of centerline, up to 61' AGL/75' MSL.

NOTE: Rwy 27, Railroad, Tree, and Multiple Light Poles beginning 750' from DER, 94' left of centerline, up to 62' AGL/76' MSL.

NOTE: Rwy 30, Pole, Multiple Towers and Trees beginning 1414' from DER, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' left of centerline, 52' AGL/66' MSL.



# SOUBY FOUR DEPARTURE

V

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8R and 9: Turn right. Thence.... TAKE-OFF RUNWAY 12: Turn left. Thence....

....intercept DHP R-103 to SOUBY INT/DHP 9 DME, then turn right via VKZ R-315 to VKZ VOR/DME. Thence via heading 135°. Expect radar vectors to appropriate transition. All aircraft maintain 5000' or assigned lower

altitude. Expect further clearance to filed altitude ten minutes after departure. Unless otherwise assigned, departure frequency for SKIPS, EONNS, and MNATE transitions use 125.5.

EONNS TRANSITION (SOUBY4.EONNS): Intercept the DHP VORTAC R-151 to EONNS INT. Thence as filed.

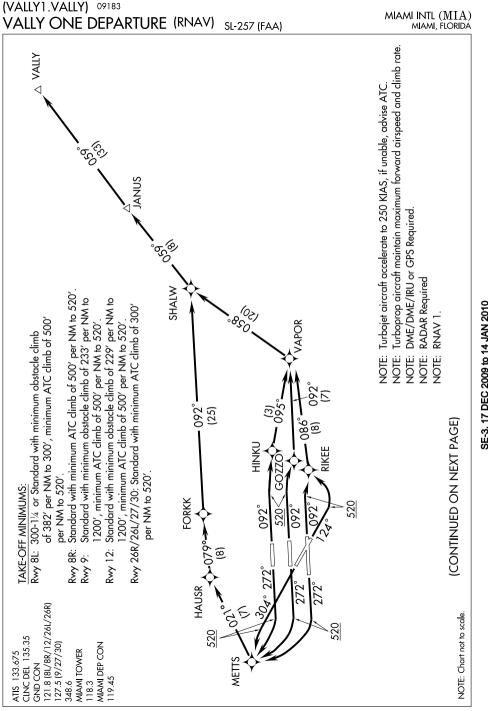
MNATE TRANSITION (SOUBY4.MNATE): Intercept the DHP VORTAC

R-195 to MNATE DME FIX. Thence as filed.

SKIPS TRANSITION (SOUBY4.SKIPS): Intercept the VKZ VOR/DME R-108 to SKIPS INT Thence as filed

SE-3, 17 DEC 2009 to 14, IAN 2010

(SSCOT.SSCOT1) 08325 SSCOT ONE ARRIVAL (RNAV) ST-257 (FAA) MIAMI, FLORIDA MIAMI APP CON VALDOSTA 🕻 120.5 350.20 TAYLOR MIAMI INTL ATIS OTK TAY 119 15 KENDALL TAMIAMI EXECUTIVE ATIS 124 00 NORTH PERRY ATIS 135 475 FL180 -181° (84) SEMINOLE **OPA LOCKA ATIS** S7W 125.90 ARRIVAL ROUTE DESCRIPTION **HEVVN** BAGGS TRANSITION (BAGGS.SSCOT1): SEMINOLE TRANSITION (SZW.SSCOT1): HITTR **IFGGT** TAYLOR TRANSITION (TAY.SSCOT1): **PLYER** VALDOSTA TRANSITION (OTK.SSCOT1): From over BAARY via 141° track to CYY VOR/DME, thence as depicted to LECIT, SFATE then via 126° heading. Expect radar vectors. 11 NM SE-3, 17 DEC 2009 to 14, IAN 2010 LOST COMMUNICATIONS: 11 NM MIA Landing East: Continue track to LECIT, intercept the Runway 8L approach. **BAGGS** JUUII MIA Landing West: Continue track to LECIT, then proceed direct to JUNUR, then turn left to 11 NM , % (8) intercept the Runway 30 approach. **BAARY CYPRESS** 141° SSCOT CYY 11 NM (36)MIA Landing East: Expect to cross SSCOT at 10,000 and 250 KIAS. MIA Landing West: Expect to cross SSCOT at 16,000 and 280 KIAS. , DEEDS LECIT MIA Landing Runway 27: 11 NM Expect radar vectors WALIP prior to LECIT. MIA Landing Runways 8 L/R, 26 L/R: Expect 9 NM radar vectors prior OPA-LOCKA to WALIP. **EXECUTIVE** NOTE: RNAV 1. NOTE: Radar Required. 5000 8 NM MIAMI INTL NOTE: Turbojet/Turboprop aircraft only. 091 NOTE:. DME/DME/IRU or GPS Required. (13)NOTE: For non-GPS equipped aircraft; PHK must be operational. RUBOF NOTE: Land OPF-Turbojet aircraft only. KENDALL-TAMIAMI MIA Landing Runways **EXECUTIVE** 9, 12 and Landing All JUNŪR Satellite Airports: Expect 0 radar vectors prior to **HOMESTEAD** RUBOE. **HOMSTEAD** AFB **GENERAL** AVIATION OCEAN REEF CLUB NOTE: Chart not to scale. (Private)



#### V DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8L: Climb heading 092° to 520, then right turn direct

HINKU, then via depicted route to VALLY, thence . . . .

TAKE-OFF RUNWAY 8R: Climb heading 092° to 520, then right turn direct GOZZO, then via depicted route to VALLY, thence . . . .

TAKE-OFF RUNWAY 9: Climb heading 092° to 520, then right turn direct

RIKEE, then via depicted route to VALLY, thence . . . .

TAKE-OFF RUNWAY 12: Climb heading 124° to 520, then left turn direct

RIKEE, then via depicted route to VALLY, thence . . . .

TAKE-OFF RUNWAY 26R, 26L, 27: Climb heading 272° to 520, then right turn direct METTS, then via depicted route to VALLY, thence . . . . .

TAKE-OFF RUNWAY 30: Climb heading 304° to 520, then left turn direct

METTS, then via depicted route to VALLY, thence . . . .

. . . . Maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

#### TAKE-OFF OBSTACLES:

NOTE: Rwy 8L, Bldg 3391' from DER, 1024' left of centerline, 160' AGL/172' MSL. Glideslope Antenna 804' from DER, 501' right of centerline, 32' AGL/46' MSL. Multiple Towers and Bldgs beginning 1350' from DER, 691' left of centerline, up to 150' AGL/164' MSL.

NOTE: Rwy 8R, Tree 4064' from DER, 959' right of centerline, 98' AGL/112' MSL. Antenna and Multiple Trees beginning 2719' from DER, 194' left of centerline,

up to 85' AGL/98' MSL. NOTE: Rwy 9, Light 1232' from DER, 785' left of centerline, 39' AGL/48' MSL.

Windsock 22' from DER, 438' right of centerline, 21' AGL/30' MSL.

NOTE: Rwy 12, Railroad beginning 4' from DER, 356' right of centerline, 23' AGL/28' MSL.

Building and Tree beginning 1064' from DER, 118' right of centerline, up to 94' AGL/108' MSL. Windsock 681' from DER, 345' left of centerline,

21' AGL/30' MSL. NOTE: Rwy 26R, Tower, Building, Multiple Light Poles and Trees beginning 741' from DER, 1' right of centerline, up to 66' AGL/80' MSL. Pole, Bldg, and Tower beginning 255' from DER, 5' left of centerline, up to 34' AGL/48' MSL.

NOTE: Rwy 26L, Tower and Multiple Trees beginning 1306' from DER, 638' right of centerline, up to 63' AGL/77' MSL. Tree and Light Pole beginning 1773' from DER, 568' left of centerline, up to 61' AGL/75' MSL.

NOTE: Rwy 27, Railroad, Tree, and Multiple Light Poles beginning 750' from DER, 94' left of centerline, up to 62' AGL/76' MSL.

NOTE: Rwy 30, Pole, Multiple Towers and Trees beginning 1414' from DER, 189' right of

centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' left of centerline, 52' AGL/66' MSL.

NOTE: Chart not to scale.

WINCO ONE DEPARTURE (RNAV)

ATIS 133.675 CINC DEL 135.35 GND CON

127.5 (9/27/30)

MIAMI DEP CON

119.45 290.325

348 6 MIAMI TOWER

118.3

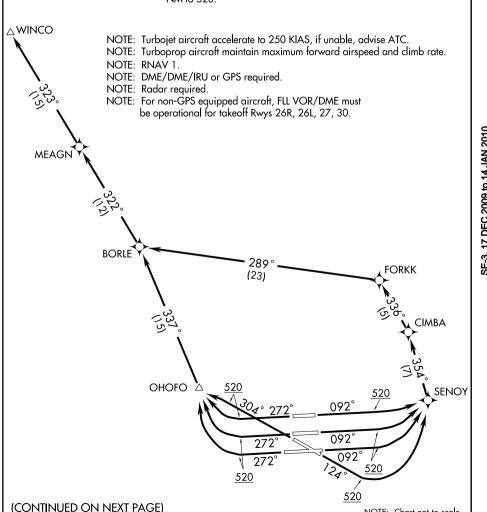
121.8 (8L/8R/12/26L/26R)

TAKEOFF MINIMUMS:

Rwy 8L: 300-11/4 or Standard with minimum obstacle climb of 382 feet per NM to 300, minimum ATC climb of 500 feet per NM to 520. Rwys 8R, 9: Standard with minimum ATC climb of 500 feet per NM to 520.

Rwy 12: Standard with minimum obstacle climb of 229 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwys 26R, 26L, 27, 30: Standard with minimum ATC climb of 300 feet per NM to 520.



SE-3, 17 DEC 2009 to 14, JAN 2010



#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8L, 8R, 9: Climb heading 092° to 520, then left turn direct SENOY, then via depicted route to WINCO, thence. . . .

TAKE-OFF RUNWAY 12: Climb heading 124° to 520, then left turn direct SENOY, then via depicted route to WINCO, thence. . . .

TAKE-OFF RUNWAYS 26R, 26L, 27: Climb heading 272° to 520, then right turn direct OHOFO, then via depicted route to WINCO, thence. . . .

TAKE-OFF RUNWAY 30: Climb heading 304° to 520, then left turn direct OHOFO,

then via depicted route to WINCO, thence. . . . . . . . . . . . . . . . Maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

#### **TAKE-OFF OBSTACLES:**

NOTE: Rwy 8L, Bldg 3391' from DER, 1024' left of centerline, 160' AGL/172' MSL.

Glideslope Antenna 804' from DER, 501' right of centerline, 32' AGL/46' MSL.

Multiple Towers and Bldgs beginning 1350' from DER, 691' left of centerline, up to 150' AGL/164' MSL.

NOTE: Rwy 8R, Tree 4064' from DER, 959' right of centerline, 98' AGL/112' MSL.

Antenna and Multiple Trees beginning 2719' from DER, 194' left of centerline,
up to 85' AGL/98' MSL.

NOTE: Rwy 9, Light 1232' from DER, 785' left of centerline, 39' AGL/48' MSL. Windsock 22' from DER, 438' right of centerline, 21' AGL/30' MSL.

NOTE: Rwy 12, Railroad beginning 4' from DER, 356' right of centerline, 23' AGL/28' MSL.

Building and Tree beginning 1064' from DER, 118' right of centerline, up to

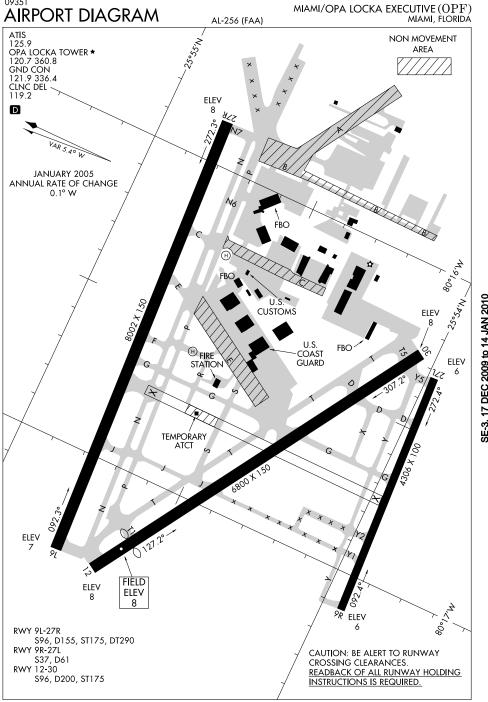
Building and Tree beginning 1064' from DER, 118' right of centerline, up to 94' AGL/108' MSL. Windsock 681' from DER, 345' left of centerline, 21' AGL/30' MSL.

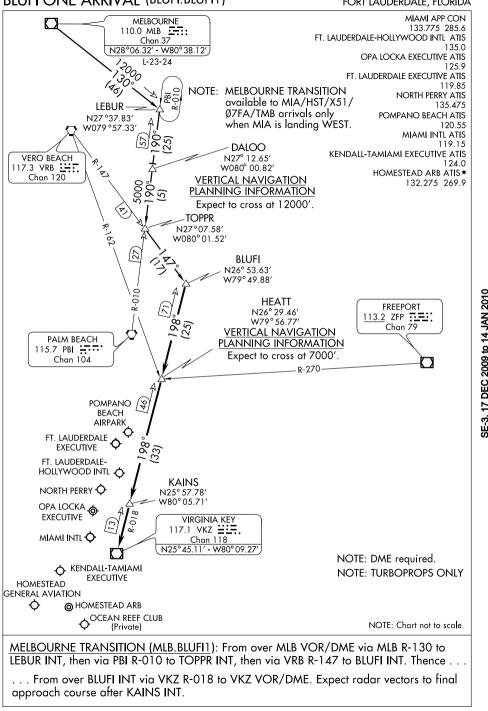
NOTE: Rwy 26R, Tower, Building, Multiple Light Poles and Trees beginning 741' from DER, 1' right of centerline, up to 66' AGL/80' MSL. Pole, Bldg, and Tower beginning 255' from DER, 5' left of centerline, up to 34' AGL/48' MSL.

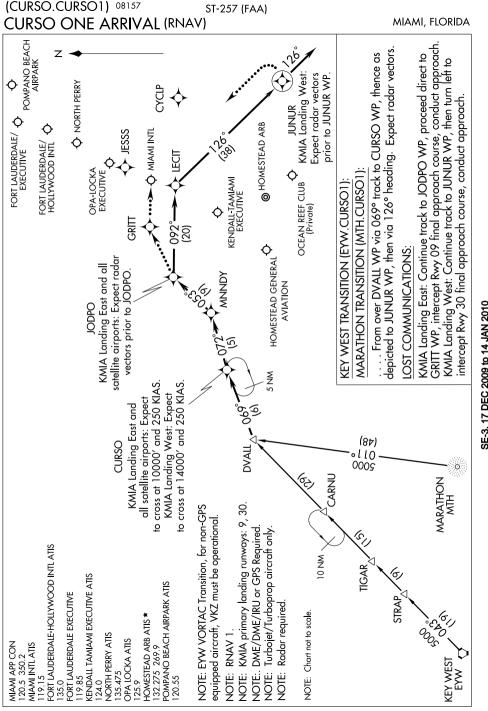
NOTE: Rwy 26L, Tower and Multiple Trees beginning 1306' from DER, 638' right of centerline, up to 63' AGL/77' MSL. Tree and Light Pole beginning 1773' from DER, 568' left of centerline, up to 61' AGL/75' MSL.

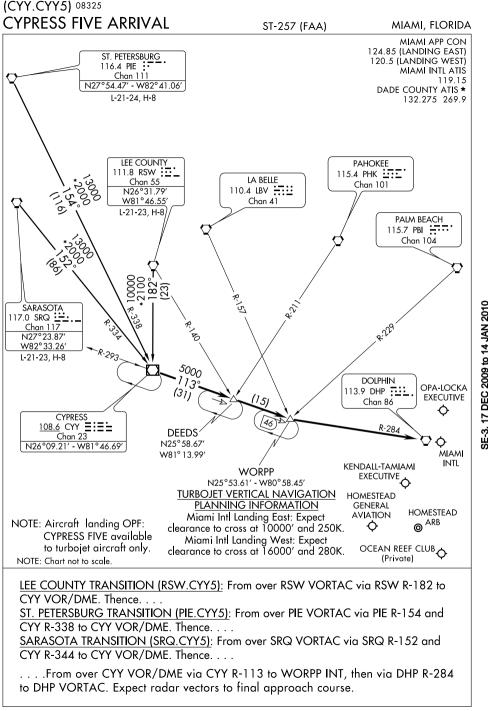
NOTE: Rwy 27, Railroad, Tree, and Multiple Light Poles beginning 750' from DER, 94' left of centerline, up to 62' AGL/76' MSL.

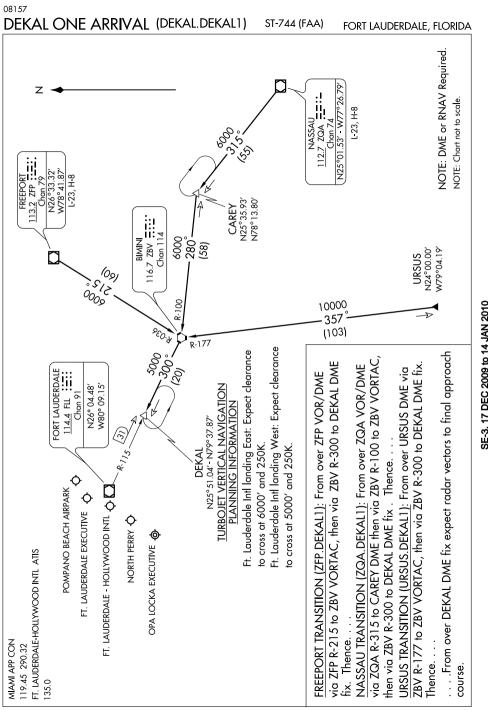
NOTE: Rwy 30, Pole, Multiple Towers and Trees beginning 1414' from DER, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' left of centerline, 52' AGL/66' MSL.

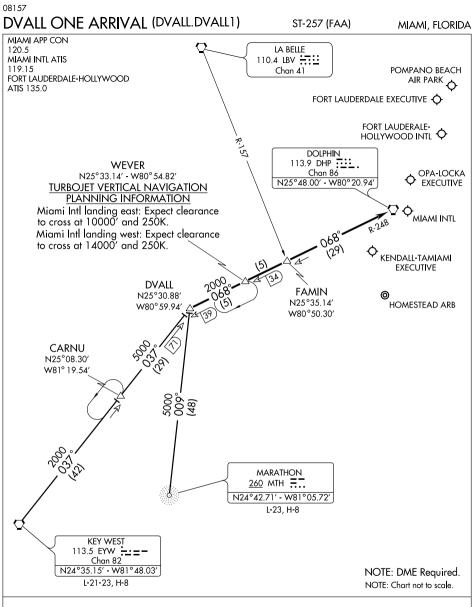










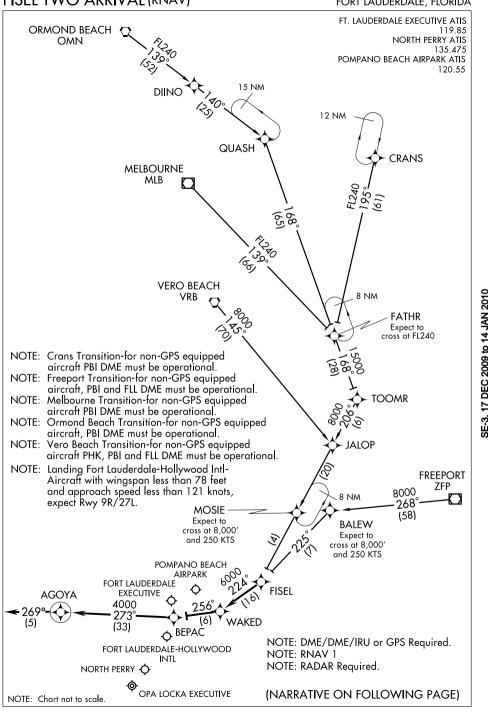


KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037 to DVALL INT. Thence. . . .

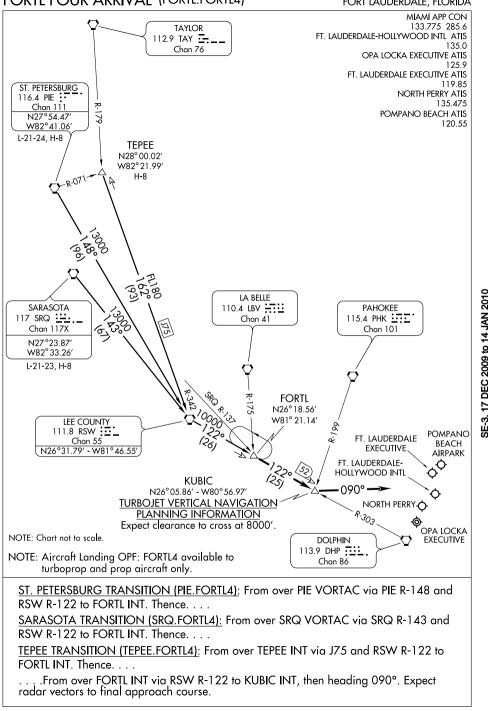
MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . . .

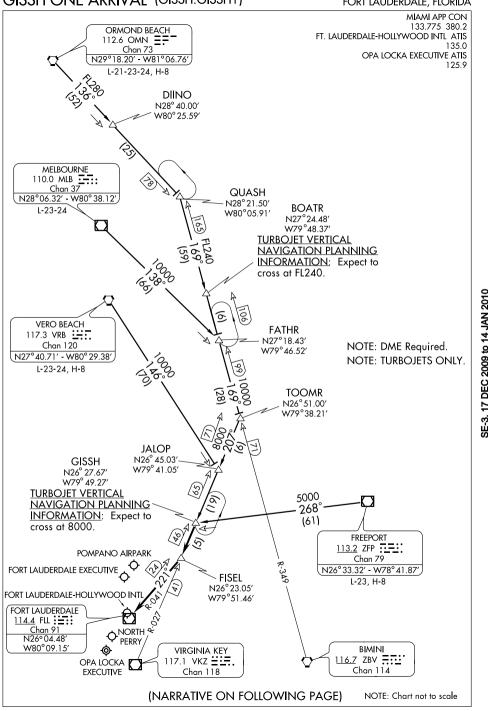
. . . . From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

SE-3, 17 DEC 2009 to 14 JAN 2010



HOLL IVVO ARRIVAL(RIVAV) FORT LAUDERDALE, FLORIDA ARRIVAL ROUTE DESCRIPTION CRANS TRANSITION (CRANS.FISEL2): FREEPORT TRANSITION (ZFP.FISEL2): MELBOURNE TRANSITION (MLB.FISEL2): ORMOND BEACH TRANSITION (OMN.FISEL2): VERO BEACH TRANSITION (VRB.FISEL2): From over FISEL WP via 224° track to WAKED WP, thence as depicted to AGOYA WP. Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to AGOYA WP. Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course after FISEL WP. SE-3, 17 DEC 2009 to 14 JAN 2010 Landing Fort Lauderdale Executive, Pompano Beach Airpark, Opa Locka, North Perry: Expect radar vectors to final approach course prior to WAKED WP.

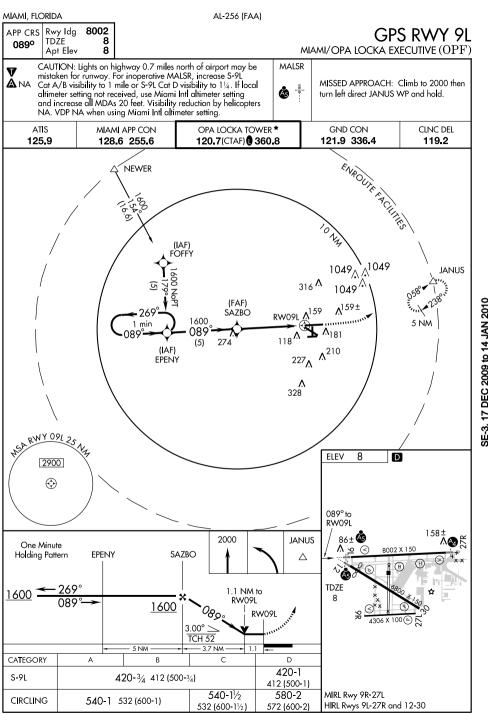




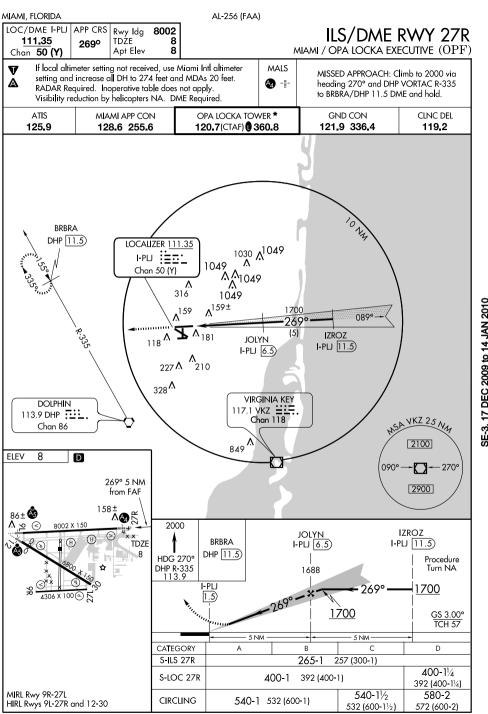
### ARRIVAL DESCRIPTION FREEPORT TRANSITION (ZFP.GISSH1): From over ZFP VOR/DME via ZFP R-268 to GISSH. Thence . . . . MELBOURNE TRANSITION (MLB.GISSH1): From over MLB VORTAC via MLB R-138 to FATHR, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . . ORMOND BEACH TRANSITION (OMN.GISSH1): From over OMN VORTAC via OMN R-136 to QUASH, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH Thence VERO BEACH TRANSITION (VRB.GISSH1): From over VRB VORTAC via VRB R-146 to JALOP, then via VKZ R-027 to GISSH. Thence . . . . . . . . From over GISSH INT via VKZ R-027 to FISEL INT, then via FLL R-041, expect

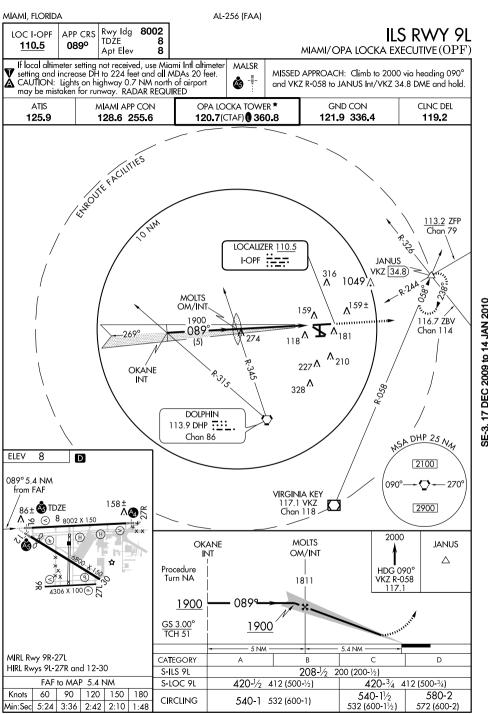
GISSIT CINE ARRIVAL (CISSITICISSITI)

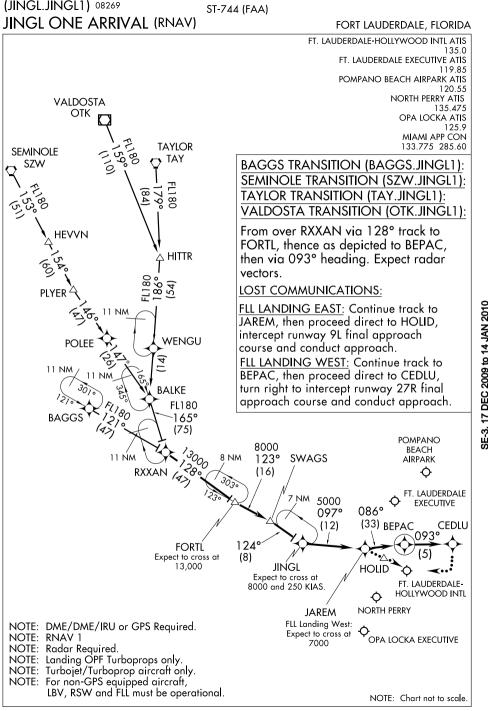
FORT LAUDERDALE, FLORIDA



SE-3, 17 DEC 2009 to 14, IAN 2010







(MIA9.MIA) 08157 SL-256 (FAA) MIAMI/OPA LOCKA EXECUTIVE JINF **DEPARTURE** MIAMI, FLORIDA GND CON 121.9 336.4 CTAF 120.7 119.45 for EONNS, MNATE, SKIPS transitions: ATIS 125.9 MIAMI DEP CON and WINCO transitions: for BEECH, HEDLY, PADUS, VALLY, 113.2 ZFP ===: File DP in remarks section **FREEPORT** Chan 79 (NARRATIVE ON FOLLOWING PAGE) 116.7 ZBV **☴**፻፫ NOTE: DME Required of flight plan. Chan 114 NOTE: Chart not to scale. Z W W W79°06.52′ N26°21.24′ L-23, H-8 **PADUS** 475 N25° 33.23′ W79°16.46′ L-23, H-8 E. 0000 SKIPS W79° 23.05′ N25° 58.51 L-23, H-8 BEECH R-177 (25) 4 (I) 4 117.1 VKZ ≝≟≓. 4000 **VIRGINIA KEY** N25°45.11′ W80° 09.27′ V26° 24.93′ W79°08.33′ Chan 118 W79°38.01′ N26° 05.65′ L 23, H 8 (48) VALLY IANUS 18<sup>V</sup> R-32<sup>b</sup> W80° 14.64′ N25°49.68′ DRUUM - R-073 -SE-3, 17 DEC 2009 to 14 JAN 2010 115.7 PBI ===: 1 1000 PALM BEACH .860 478 Chan 104 114.4 FLL := Togge **AUDERDALE** W80°09.15′ N26° 04.48′ Chan 91 (a) N79° 59.21' N25°17.80′ FORT FONNS L-23, H-8 3000 . 151°. (36) R-261-4000° 337 (49) N26° 34.96′ W80° 35.82′ L 23, H 8 A 62 HED! (20) 182°, 3000 N24° 58.76′ W80° 31.44′ MNATE C436 300 3/30 115.4 PHK ::: Jnless otherwise assigned, use departure Rwy 9R, 300-1 or standard with a minimum Rwy 36, 300-1 or standard with a minimum as rapidly as feasible until reaching 10,000 MSL, unless requested by ATC PAHOKEE Chan 101 **ॐ** IURBOJETS: Accelerate to 250 KIAS TURBOPROPS: Operate in a manner (4) (4) Rwy 18, 300-1 or standard with minimum that will result in best forward speed 113.9 DHP ::::. N25°48.00′-W80°20.94′ requency depicted associated wit V26° 25.04′ W80°58.31′ 8 8 8 8 8 L-23, H-8 DOLPHIN Chan 86 Rwys 9L, 12, 27L, 27R, STANDARD. SPECIAL INSTRUCTIONS the transition in clearance. climb of 380' per NM to 400'. climb of 270' per NM to 400' climb of 420' per NM to 500' AKE-OFF MINIMUMS: 111.8 RSW :::to do otherwise. and climb rate. 110.4 LBV ∺.... LEE COUNTY Chan 55 LA BELLE Chan 41

SE-3, 17 DEC 2009 to 14, IAN 2010

V

#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb on runway heading or as assigned. Maintain 2000 feet or assigned higher altitude and expect vectors to

appropriate transition.

Expect further clearance to filed altitude ten (10) minutes after departure.

BEECH TRANSITION (MIA9.BEECH): From over FLL VOR/DME via FLL R-098 to BEECH INT. Thence as filed.

EONNS TRANSITION (MIA9.EONNS): Intercept the DHP VORTAC R-151

to EONNS INT. Thence as filed. HEDLY TRANSITION (MIA9.HEDLY): From over DRUUM DME fix via PHK

R-1.57 to HEDLY INT. Thence as filed.

MNATE TRANSITION (MIA9.MNATE): Intercept the DHP VORTAC R-195 to

MNATE DME FIX. Thence as filed. PADUS TRANSITION (MIA9.PADUS): From over VKZ VOR/DME via VKZ R-058

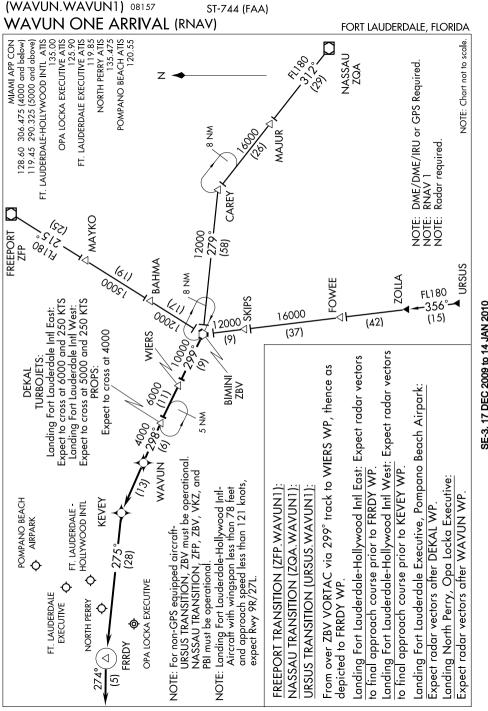
to JANUS INT and ZFP R-245 to PADUS DME FIX. Thence as filed.

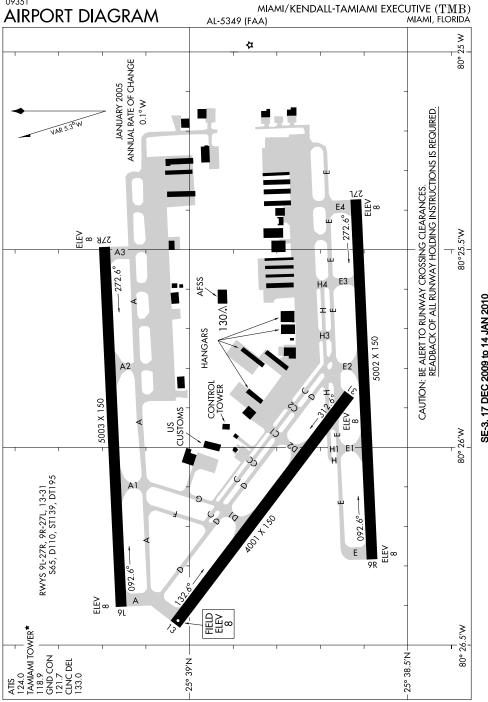
SKIPS TRANSITION (MIA9.SKIPS): From over VKZ VOR/DME via VKZ R-108 to SKIPS INT. Thence as filed.

VALLY TRANSITION (MIA9. VALLY): From over VKZ VOR/DME via VKZ R-058 to VALLY DME FIX. Thence as filed.

WINCO TRANSITION (MIA9.WINCO): From over DHP VORTAC via DHP R-322 to WINCO INT. Thence as filed.

(SSCOT.SSCOT1) 08325 SSCOT ONE ARRIVAL (RNAV) ST-257 (FAA) MIAMI, FLORIDA MIAMI APP CON VALDOSTA 🕻 120.5 350.20 TAYLOR MIAMI INTL ATIS OTK TAY 119 15 KENDALL TAMIAMI EXECUTIVE ATIS 124 00 NORTH PERRY ATIS 135 475 FL180 -181° (84) SEMINOLE **OPA LOCKA ATIS** S7W 125.90 ARRIVAL ROUTE DESCRIPTION **HEVVN** BAGGS TRANSITION (BAGGS.SSCOT1): SEMINOLE TRANSITION (SZW.SSCOT1): HITTR **IFGGT** TAYLOR TRANSITION (TAY.SSCOT1): **PLYER** VALDOSTA TRANSITION (OTK.SSCOT1): From over BAARY via 141° track to CYY VOR/DME, thence as depicted to LECIT, SFATE then via 126° heading. Expect radar vectors. 11 NM SE-3, 17 DEC 2009 to 14, IAN 2010 LOST COMMUNICATIONS: 11 NM MIA Landing East: Continue track to LECIT, intercept the Runway 8L approach. **BAGGS** JUUII MIA Landing West: Continue track to LECIT, then proceed direct to JUNUR, then turn left to 11 NM , % (8) intercept the Runway 30 approach. **BAARY CYPRESS** 141° SSCOT CYY 11 NM (36)MIA Landing East: Expect to cross SSCOT at 10,000 and 250 KIAS. MIA Landing West: Expect to cross SSCOT at 16,000 and 280 KIAS. , DEEDS LECIT MIA Landing Runway 27: 11 NM Expect radar vectors WALIP prior to LECIT. MIA Landing Runways 8 L/R, 26 L/R: Expect 9 NM radar vectors prior OPA-LOCKA to WALIP. **EXECUTIVE** NOTE: RNAV 1. NOTE: Radar Required. 5000 8 NM MIAMI INTL NOTE: Turbojet/Turboprop aircraft only. 091 NOTE:. DME/DME/IRU or GPS Required. (13)NOTE: For non-GPS equipped aircraft; PHK must be operational. RUBOF NOTE: Land OPF-Turbojet aircraft only. KENDALL-TAMIAMI MIA Landing Runways **EXECUTIVE** 9, 12 and Landing All JUNŪR Satellite Airports: Expect 0 radar vectors prior to **HOMESTEAD** RUBOE. **HOMSTEAD** AFB **GENERAL** AVIATION OCEAN REEF CLUB NOTE: Chart not to scale. (Private)





(ANNEY.ANNEY1) 08157 ST-257 (FAA) ANNEY ONE ARRIVAL MIAMI, FLORIDA MIAMI APP CON ORMOND BEACH 124.85 322.3 112.6 OMN == KENDALL TAMIAMI EXECUTIVE ATIS Chan 73 124.0 N29°18.20′ - W81°06.76′ MIAMI INTL ATIS L-21-23-24, H-8 119 15 HOMESTEAD ARB ATIS ★ 132.275 269.9 N MELBOURNE **PCMAN** 110.0 MLB ...: N28° 32.88′ Chan 37 W80°48.63′ N28° 06.32′-W80° 38.12′ 1-23-24 VFRO BEACH 117.3 VRB Chan 120 N27°40.71′ - W80°29.38′ L-23-24, H-8 PHORD SE-3, 17 DEC 2009 to 14, IAN 2010 N27°18.08′ - W80°20.18′ **TURBOJET** VERTICAL NAVIGATION PLANNING INFORMATION Expect to cross at FL240. FREEPORT 113.2 ZFP :-=: PALM BEACH Chan 79 115.7 PBI :---ANNEY Chan 104 N26° 33.32′ N26° 27.94′ - W80° 02.97′ N26°40.80′-W80°05.19′ W78° 41.87′ TURBOJET L-23. H-8 VERTICAL NAVIGATION PLANNING INFORMATION Miami Intl landing east: 5000 Expect to cross at 13000'. 269 Miami Intl landing west: (73)Expect to cross at 11000' HILEY N26° 15.26′ VIRGINIA KEY W80°00.79′ 117.1 VKZ **≌≟≒.** Chan 118 N25°45.11′ - W80°09.27′ **KAINS** N25° 57.78′ KENDALL-W80° 05.71′ MIAMI TAMIAM NOTE: DME Required. INTL **EXECUTIVE** NOTE: Turbojets and Turboprops only. O HOMESTEAD ARB **HOMESTEAD** OCEAN REEF CLUB **GENERAL** AVIATION NOTE: Chart not to scale. (Private)

ST-257 (FAA) 06047

ANNEY ONE ARRIVAL (ANNEY.ANNEY1)

MIAMI, FLORIDA

### ARRIVAL ROUTE DESCRIPTION

FREEPORT TRANSITION (ZFP.ANNEY1): From over ZFP VOR/DME via ZFP R-269 to ANNEY INT. Thence . . . .

MELBOURNE TRANSITION (MLB.ANNEY1): From over MLB VOR/DME via

MLB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI

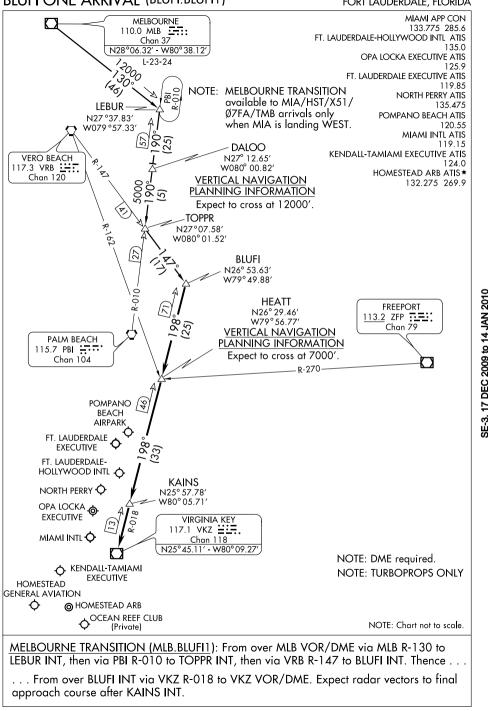
R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

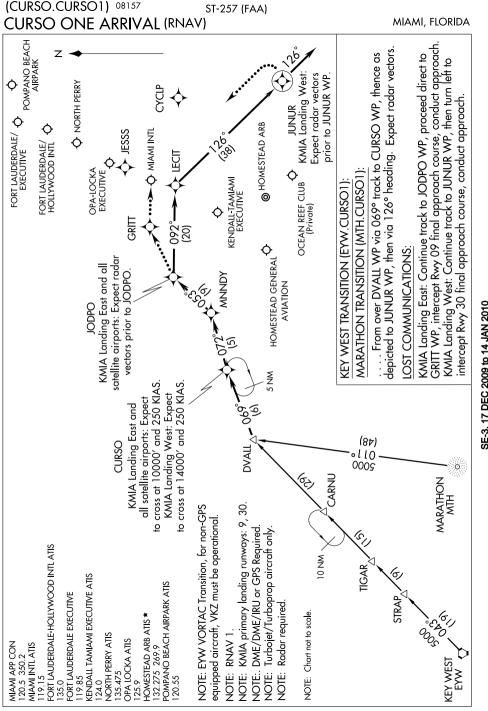
ORMOND BEACH TRANSITION (OMN.ANNEY1): From over OMN VORTAC via OMN R-161 to PCMAN INT, then via MLB R-343 to MLB VORTAC then via VRB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via

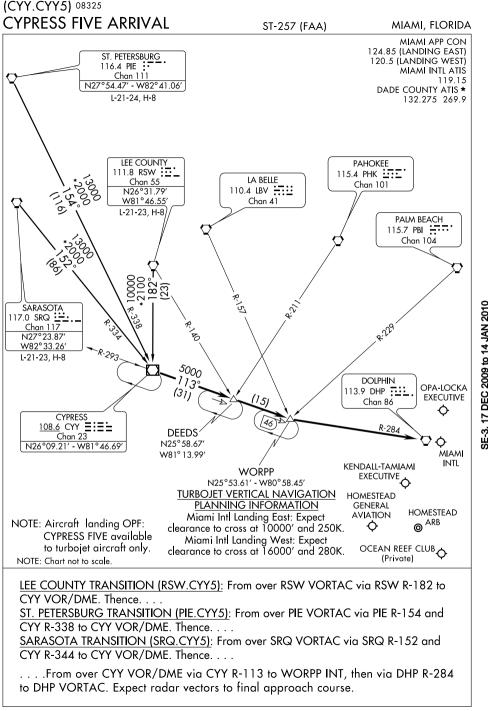
PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . . VERO BEACH TRANSITION (VRB.ANNEY1): From over VRB VORTAC via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

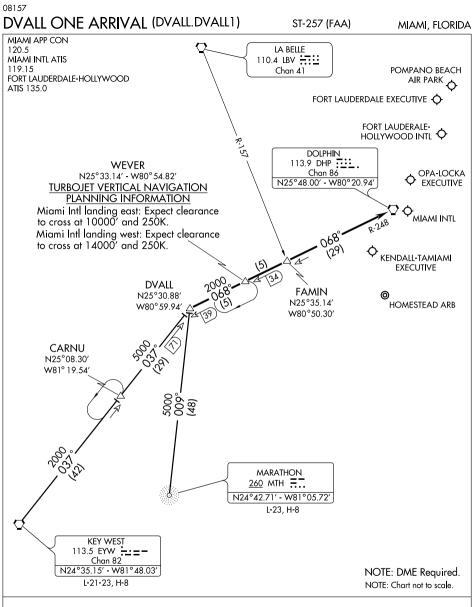
. . From over ANNEY, then via PBI R-174 to HILEY, then via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS.

SE-3, 17 DEC 2009 to 14 JAN 2010







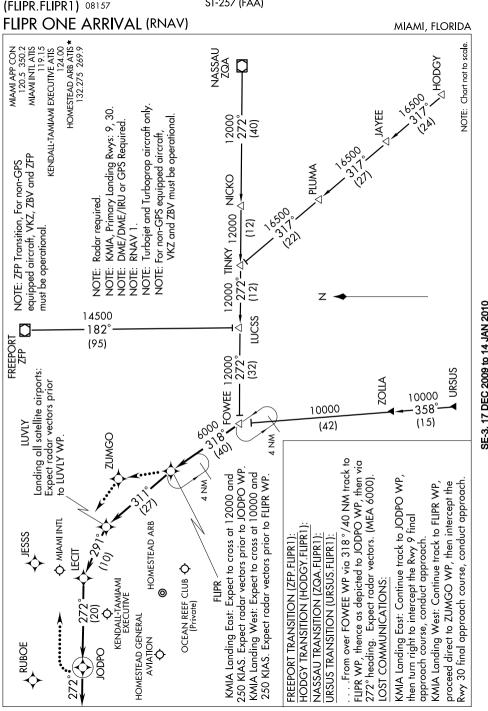


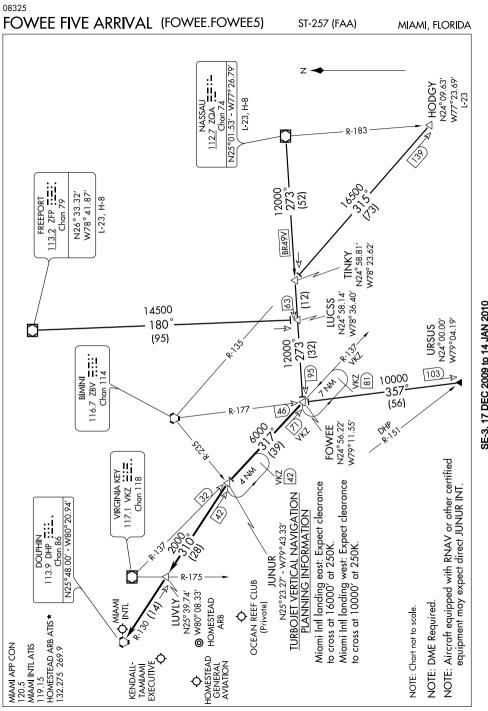
KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037 to DVALL INT. Thence. . . .

MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . . .

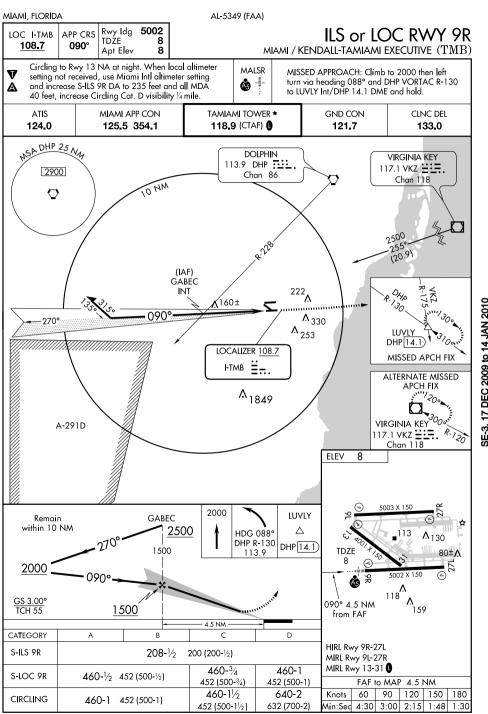
. . . . From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

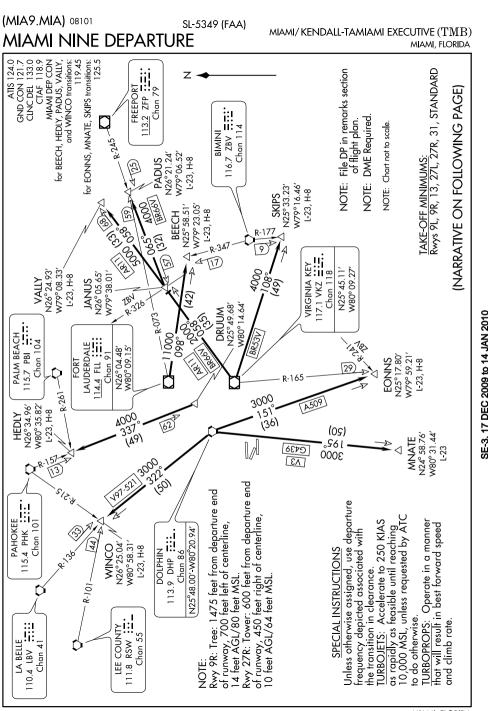
SE-3, 17 DEC 2009 to 14 JAN 2010





ST-257 (FAA) 03191 FOWEE FIVE ARRIVAL (FOWEE.FOWEE5) MIAMI, FLORIDA ARRIVAL DESCRIPTION FREEPORT TRANSITION (ZFP.FOWEE5): From over ZFP VOR/DME via ZFP R-180 to LUCSS INT, then via ZQA R-273 to FOWEE INT. Thence . . . . HODGY TRANSITION (HODGY.FOWEE5): From over HODGY INT via ZBV R-135 to TINKY INT, then via ZQA R-273 to FOWEE INT. Thence . . . NASSAU TRANSITION (ZQA.FOWEE5): From over ZQA VOR/DME via ZQA R-273 (BR49V) to FOWEE INT. Thence . . . . URSUS TRANSITION (URSUS FOWEE5): From over URSUS INT via ZBV R-177 to FOWEE INT. Thence . . . . . . . . From over FOWEE INT via VKZ R-137 to JUNUR INT, then via DHP R-130 to DHP VORTAC. Expect radar vectors to final approach course after LUVLY INT. SE-3, 17 DEC 2009 to 14, IAN 2010 (HILEY.HILEY2) 07074 ST-257 (FAA) HILEY TWO ARRIVAL (RNAV) MIAMI, FLORIDA FREEPORT TRANSITION (ZFP.HILEY2): MIAMI APP CON ORMOND 124.85 322.2 JORAY TRANSITION (JORAY.HILEY2): **BEACH** MIAMI INTL ATIS OMN ORMOND BEACH TRANSITION (OMN.HILEY2): 119 15 14 NM From over HILEY WP via 199°/18 NM track KENDALL-TAMIAMI EXECUTIVE ATIS to KAINS WP, thence as depicted to RUBOE WP, HOMESTEAD ARB ATIS ★ then via 271° heading. Expect radar vectors. 12 NM 132.275 269.9 LOST COMMUNICATIONS: **PCMAN** KMIA Landing East: Continue track to RUBOE WP then turn left to intercept Rwy 8L final approach course, conduct approach. **JORAY** KMIA Landing West: Continue track to HILEY WP, proceed to proceed direct to HOXIL WP, then turn right to intercept Rwy 26R final approach course, conduct approach. MFIBOURNE MIB OSOGY VERO BEACH **VRB** SE-3, 17 DEC 2009 to 14, IAN 2010 **ENVOY FREEPORT** ZFP **PHORD** 10000 YOSS 274 (50)5 NM PALM BEACH PBI MILSY KMIA Landing East: Expect to cross at 16000 and 250 KIAS. **ANNEY** KMIA Landing West: Expect to KMIA Landing East: Expect to **BOYUR** cross at 13000 and 250 KIAS. cross at 13000 and 250 KIAS. KMIA Landing West: Expect to cross at 11000 and 250 KIAS. HILEY NOTE: Primary Landing Runways: 08L, 12, 26R. NOTE: DME/DME/IRU or GPS Required. CIMBA NOTE: RNAV 1. JESSS NOTE: Radar Required. 271°\_RUBOE NOTE: Turbojet/Turboprop aircraft only. (6) (31)MIAMI INTL NOTE: OMN Transition, for non-GPS equipped aircraft, JODPO -DHP must be operational. KENDALL-TAMIAMI NOTE: ZFP Transition, for non-GPS HOMESTEAD ARB **EXECUTIVE** equipped aircraft, FLL and PBI must be OCEAN REEF CLUB operational. HOMESTEAD GENERAL (Private) NOTE: Chart not to scale. AVIATION





SE-3, 17 DEC 2009 to 14, JAN 2010

## MIAMI NINE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb on runway heading or as assigned.

NOTE: RUNWAYS 9L, 9R, 13: If assigned right turn climb runway heading to 1400 before turning right.

NOTE: RUNWAYS 27L, 27R, 31: If assigned left turn climb runway heading to 1400 before turning left.

Maintain 2000 feet or assigned higher altitude and expect vectors to appropriate transition. Expect further clearance to filed altitude ten (10) minutes after departure.

BEECH TRANSITION (MIA9.BEECH): From over FLL VOR/DME via FLL

R-098 to BEECH INT. Thence as filed.
EONNS TRANSITION (MIA9.EONNS): Intercept the DHP VORTAC R-151

to EONNS INT. Thence as filed.
HEDLY TRANSITION (MIA9.HEDLY): From over DRUUM DME FIX via PHK

VORTAC R-157 to HEDLY INT. Thence as filed.

MNATE TRANSITION (MIA9.MNATE): Intercept the DHP VORTAC R-195

to MNATE DME FIX. Thence as filed.

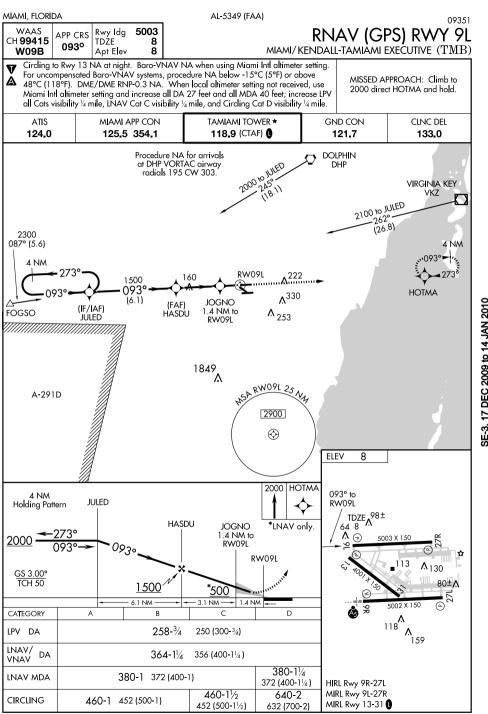
<u>PADUS TRANSITION (MIA9.PADUS):</u> From over VKZ VOR/DME via VKZ R-058 to JANUS INT and ZFP VOR/DME R-245 to PADUS DME FIX. Thence as filed.

SKIPS TRANSITION (MIA9.SKIPS): From over VKZ VOR/DME via VKZ R-108 to SKIPS INT. Thence as filed.

VALLY TRANSITION (MIA9. VALLY): From over VKZ VOR/DME via VKZ

R-058 to VALLY DME FIX. Thence as filed.
WINCO TRANSITION (MIA9.WINCO): From over DHP VORTAC via DHP

R-322 to WINCO INT. Thence as filed.



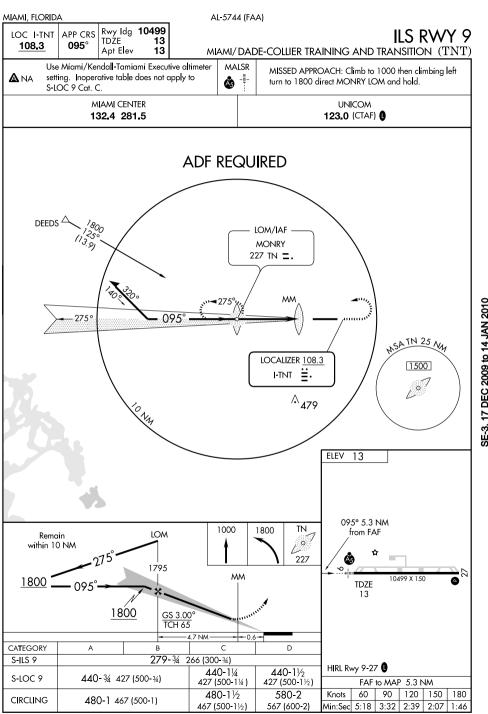
MIAMI. FLORIDA AL-5349 (FAA) WAAS RNAV (GPS) RWY 9R Rwy Idg 5002 APP CRS TDŹE CH 72900 8 090° MIAMI / KENDALL-TAMIAMI EXECUTIVE (TMB) Apt Elev 8 W09A MISSED APPROACH: Circling to Rwy 13 NA at night. Baro-VNAV NA when using Miami Intl altimeter setting. For MALSR uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C Climb to 3000 direct JURER and hold. (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Miami Int altimeter setting and increase LPV DA to 235, LNAV/VNAV DA to 403 and all MDA 40 feet, continue climb-in-hold increase Circling Cat. D visibility ¼ mile. VDP NA when using Miami Intl altimeter setting. to 3000. ATIS MIAMI APP CON TAMIAMI TOWER ★ GND CON CLNC DEL 124.0 118.9 (CTAF) 0 121.7 133.0 125.5 354.1 NSA RWOOR 25 M Procedure NA for arrivals at DHP VORTAC DOLPHIN airway radials 195 CW 278. DHP 3000 to HEXAM 2900 18.31 VIRGINIA KEY  $\Diamond$ VKZ 2100 to HAXAM 258° (26.9) (IF/IAF) 4 NM 2000 NoPT HAXAM <sup>222</sup>^ (FAF) 090° (5.6) 4 NM GABEC A160± ■087° 110 1.500 SE-3 17 DEC 2009 to 14 JAN 2010 JURER 090° (IAF) Λ<sub>330</sub> RW09R 234 (6.1)**FOGSO** 253 1849 A-291D 8 **ELEV** 3000 IURFR 4 NM HAXAM Holding Pattern Δ 5003 X 150 270° GABEC \*LNAV only 2000 090° \*1.3 NM to 113 Λ<sub>130</sub> RW09R TDZE 80±Λ RW09R 8 GS 3.00° 1500 TCH 55 118<sup>^</sup> 6.1 NM 3.2 NM 1.3 NM Α В D 090° to CATEGORY RW09R 159 LPV DA 208-1/2 200 (200-1/2) LNAV/ DA 376-3/4 368 (400-3/4) VNAV 460-3/4 460-1 LNAV MDA 460-1/2 452 (500-1/2) 452 (500-3/4) 452 (500-1) HIRL Rwy 9R-27L MIRL Rwy 9L-27R 460-11/2 640-2 CIRCLING 460-1 452 (500-1) MIRL Rwy 13-31 452 (500-11/2) 632 (700-2)

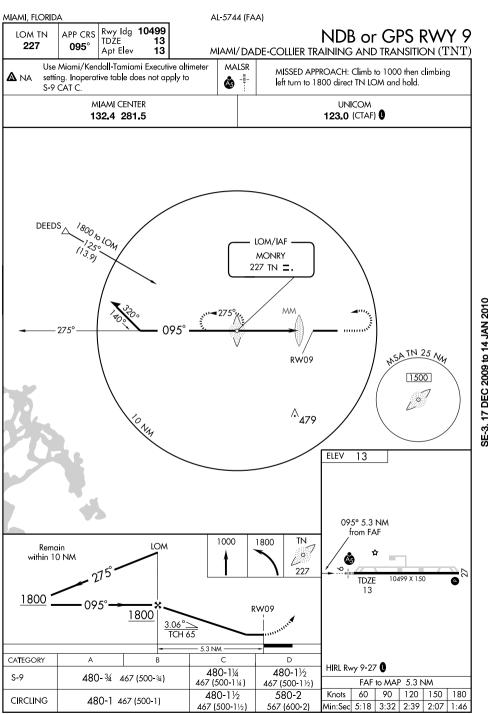
MIAMI, FLORIDA AL-5349 (FAA) 09351 WAAS 5002 RNAV (GPS) RWY 27L Rwy Ida APP CRS CH 56400 TDŹE 8 273° MIAMI/KENDALL-TAMIAMI EXECUTIVE (TMB) 8 W27A Apt Elev Circling to Rwy 13 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Micami Intl altimeter ling and increase IDA 27 feet and all MDA 40 feet, increase LNAV Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Miami Intl altimeter setting. MISSED APPROACH: Climb to 2000 direct A HAXAM and hold. **ATIS** MIAMI APP CON TAMIAMI TOWER ★ GND CON CLNC DEL 124.0 125.5 354.1 118.9 (CTAF) ( 121.7 133.0 Procedure NA for arrivals at LUVLY via BR49V southeast bound (IAF) 2000 LUVLY 4 NM 266° **-**△ 273 (6.1) (3.4)RW27L (IF) (FAF) CACSA <sub>253</sub>∧ SE-3, 17 DEC 2009 to 14, IAN 2010 ZÀGUN JINGI 1.7 NM to RW27L ۸<sup>1849</sup> A-291D RW27L 25 Ny 2900  $\bigcirc$ 8 **ELEV** HAXAM Procedure Turn ZAGUN CACSA NA JINGI \* LNAV only 1.7 NM to RW27L 5003 X 150 -273° 2000 \*1.1 NM to RW27L Λ<sub>130</sub> TDZE 2000 RW27L 80± A 600\* GS 3.00° TCH 50 1 NM -0.6 4.3 NM 6.1 NM 118 В D 273° to CATEGORY RW27L LPV DA 211 - 1203 (300-1) LNAV/ DΑ 441-11/2 433 (500-11/2) VNAV LNAV MDA 420-1 412 (500-1) 420-11/4 412 (500-11/4) HIRL Rwy 9R-27L MIRL Rwy 9L-27R 460-11/2 640-2 CIRCLING 460-1 452 (500-1) MIRL Rwy 13-31 452 (500-11/2) 632 (700-2)

MIAMI, FLORIDA AL-5349 (FAA) 09351 WAAS 5003 RNAV (GPS) RWY 27R Rwy Ida APP CRS CH 93615 TDŹE 8 273° MIAMI / KENDALL-TAMIAMI EXECUTIVE (TMB) **W27B** Apt Elev For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Miami Intl altimeter setting and adjust all DA 27 feet and all MDA 40 feet; increase LPV all Cats visibility ½ mile, LNAV Cat D visibility ½ mile.

Baro-VNAV NA when using Miami Intl altimeter setting. Circling to Rwy 13 NA at night. 77 MISSED APPROACH: Climb to 2000 direct A JULED and hold. **ATIS** MIAMI APP CON TAMIAMI TOWER ★ GND CON CLNC DEL 124.0 125.5 354.1 118.9 (CTAF) 0 121.7 133.0 **ELJOM** (IF) (FAF) 1.4 NM to .4 IN... RW27R 222 HÖTMA 4 NM FITOI 2000 2000 273 (IAF) 276°- LUVLY RW27R 273 (6.1) (3.4)158 84± Λ<sub>330</sub> Procedure NA for arrivals JULED ^253 SE-3, 17 DEC 2009 to 14, IAN 2010 at LUVLY via BR49V southwest bound. ۸<sup>1849</sup> A-291D RW27R 25 NA 2900 (4) 8 **ELEV** 2000 JULED Procedure 273° to Turn RW27R FITOL НОТМА TDZE **ELJOM** NA 1.4 NM to \*LNAV only RW27R 5003 X 150 273° 2000 113 Λ130 2000 RW27R 500\* GS 3.00° 80±Λ TCH 50 4.6 NM 6.1 NM В D CATEGORY 118<sup>^</sup> 258-3/4 LPV DA 250 (300-3/4) LNAV/ DΑ 352-11/4 344 (400-11/4) VNAV 420-11/4 412 (500-11/4) LNAV MDA 420-1 412 (500-1) HIRL Rwy 9R-27L MIRL Rwy 9L-27R 460-11/2 640-2 CIRCLING 460-1 452 (500-1) MIRL Rwy 13-31 452 (500-11/2) 632 (700-2)

(SSCOT.SSCOT1) 08325 SSCOT ONE ARRIVAL (RNAV) ST-257 (FAA) MIAMI, FLORIDA MIAMI APP CON VALDOSTA 🕻 120.5 350.20 TAYLOR MIAMI INTL ATIS OTK TAY 119 15 KENDALL TAMIAMI EXECUTIVE ATIS 124 00 NORTH PERRY ATIS 135 475 FL180 -181° (84) SEMINOLE **OPA LOCKA ATIS** S7W 125.90 ARRIVAL ROUTE DESCRIPTION **HEVVN** BAGGS TRANSITION (BAGGS.SSCOT1): SEMINOLE TRANSITION (SZW.SSCOT1): HITTR **IFGGT** TAYLOR TRANSITION (TAY.SSCOT1): **PLYER** VALDOSTA TRANSITION (OTK.SSCOT1): From over BAARY via 141° track to CYY VOR/DME, thence as depicted to LECIT, SFATE then via 126° heading. Expect radar vectors. 11 NM SE-3, 17 DEC 2009 to 14, IAN 2010 LOST COMMUNICATIONS: 11 NM MIA Landing East: Continue track to LECIT, intercept the Runway 8L approach. **BAGGS** JUUII MIA Landing West: Continue track to LECIT, then proceed direct to JUNUR, then turn left to 11 NM , % (8) intercept the Runway 30 approach. **BAARY CYPRESS** 141° SSCOT CYY 11 NM (36)MIA Landing East: Expect to cross SSCOT at 10,000 and 250 KIAS. MIA Landing West: Expect to cross SSCOT at 16,000 and 280 KIAS. , DEEDS LECIT MIA Landing Runway 27: 11 NM Expect radar vectors WALIP prior to LECIT. MIA Landing Runways 8 L/R, 26 L/R: Expect 9 NM radar vectors prior OPA-LOCKA to WALIP. **EXECUTIVE** NOTE: RNAV 1. NOTE: Radar Required. 5000 8 NM MIAMI INTL NOTE: Turbojet/Turboprop aircraft only. 091 NOTE:. DME/DME/IRU or GPS Required. (13)NOTE: For non-GPS equipped aircraft; PHK must be operational. RUBOF NOTE: Land OPF-Turbojet aircraft only. KENDALL-TAMIAMI MIA Landing Runways **EXECUTIVE** 9, 12 and Landing All JUNŪR Satellite Airports: Expect 0 radar vectors prior to **HOMESTEAD** RUBOE. **HOMSTEAD** AFB **GENERAL** AVIATION OCEAN REEF CLUB NOTE: Chart not to scale. (Private)





3701 Rwy Idg APP CRS TDŹE 82 003° Apt Elev

## RNAV (GPS) RWY 36

680-11/2

598 (600-11/2)

NA

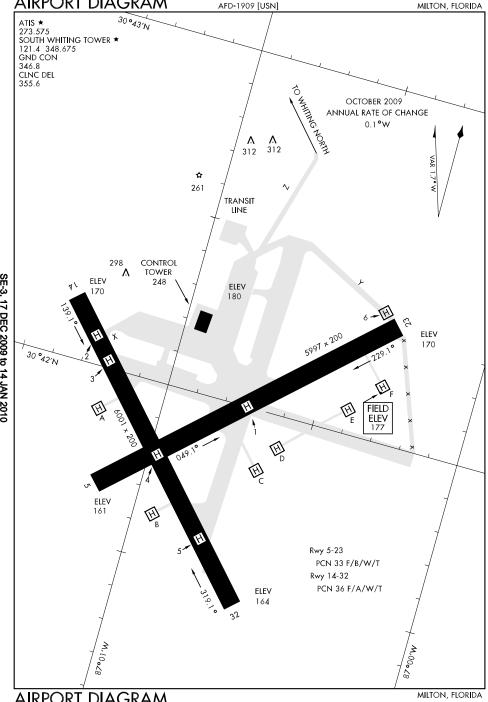
SE-3 17 DEC 2009 to 14 JAN 2010

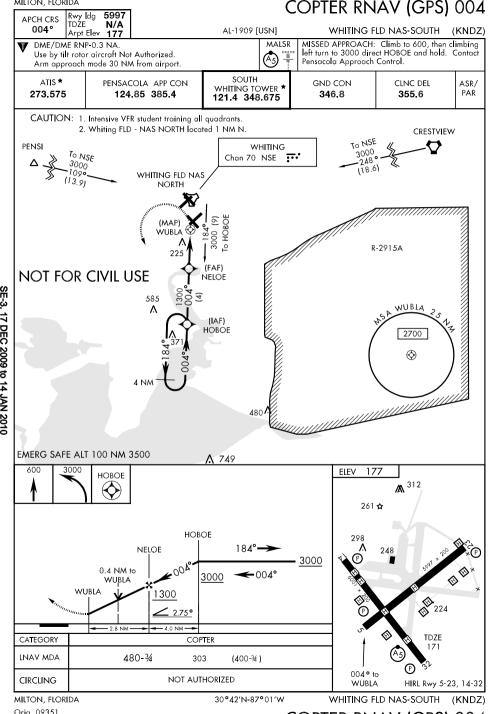
MILTON/ PETER PRINCE FIELD (2R4) 82 DME/DME RNP-0.3 NA. Use Pensacola Ranl V MISSED APPROACH: Climbing left turn altimeter setting; if not received, use Crestview to 2000 direct PEXUS and hold. **A** NA altimeter setting and increase all MDAs 40 feet. GCO PENSACOLA RGNL ASOS PENSACOLA APP CON UNICOM 121.725 124.85 385.4 122.975 (CTAF) ( 121.25 PENSI <sup>356</sup>∧ <sup>532</sup>∧ RW36 1 1 279± <sup>585</sup>^^ 377± R-2915A (FAF) P. RW 36 25 Ny OPCOF. 2600 1700 303 (6.5) 2000 NoPT **(** 093°(5) (IF/IAF) (IAF) **PEXUS** TERZE R-2915B <sub>1</sub>749 ELEV 82 5 NM 81 R-2915C 2000 **PEXUS** 5 NM Holding Pattern **PFXUS** OPCOF 2000 003° RW36 1700 VGSI and descent 3.05° angles not coincident. TDZE TCH 40 82 4.9 NM 6.5 NM-36 CATEGORY Α D 580-11/4 LNAV MDA 580-1 498 (500-1) NA 003° to 498 (500-11/4) RW36

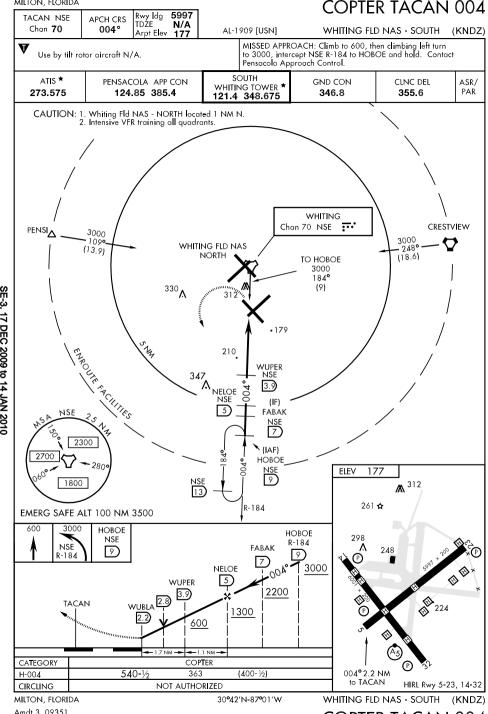
CIRCLING

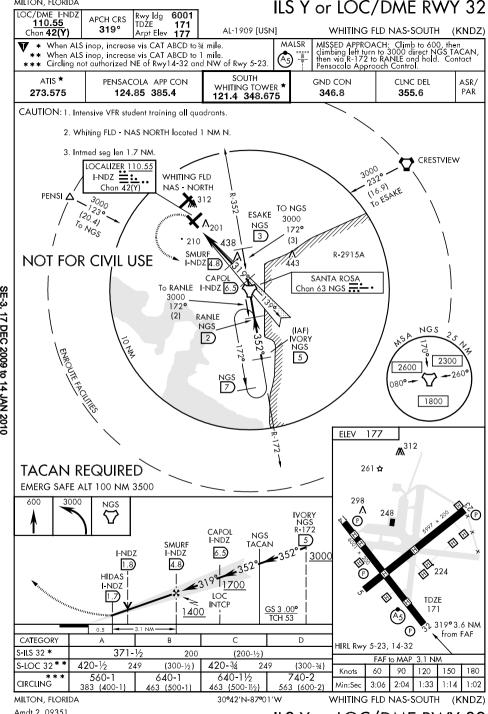
MIRL Rwy 18-36 🗓

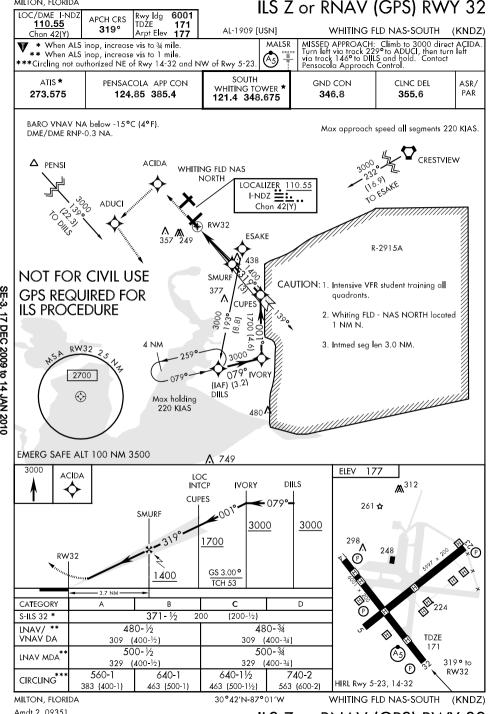
680-1 598 (600-1)

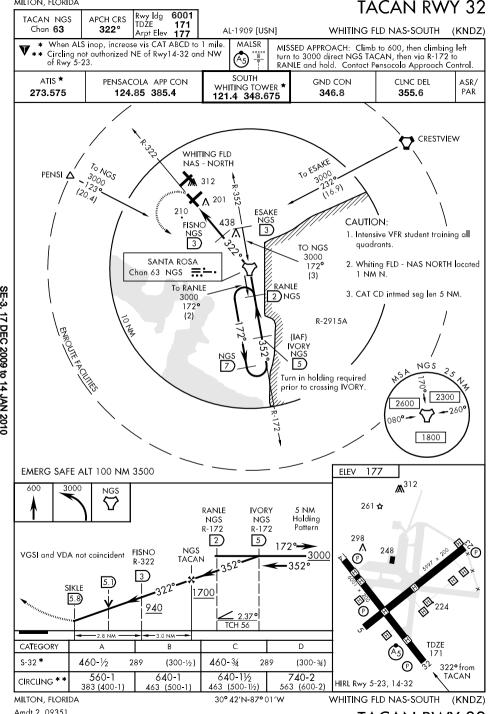


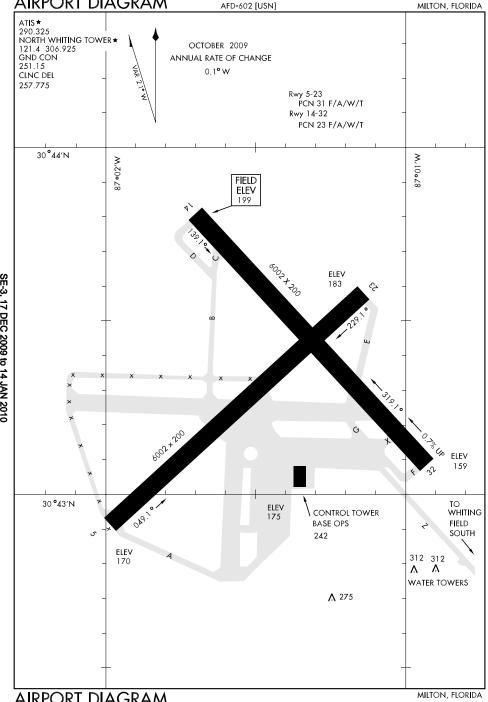


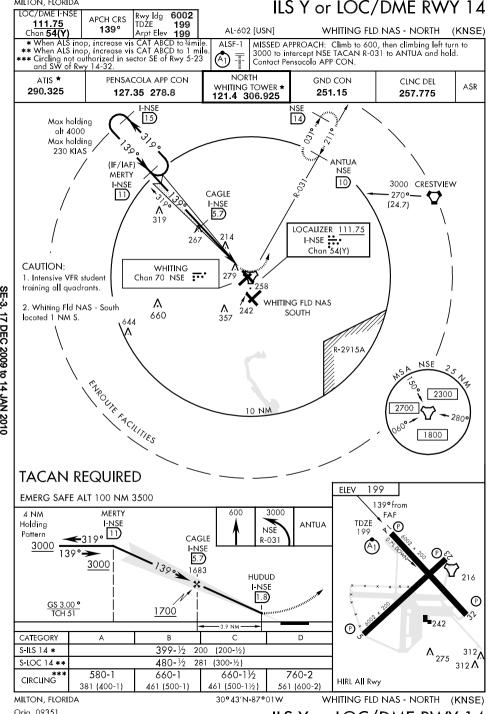


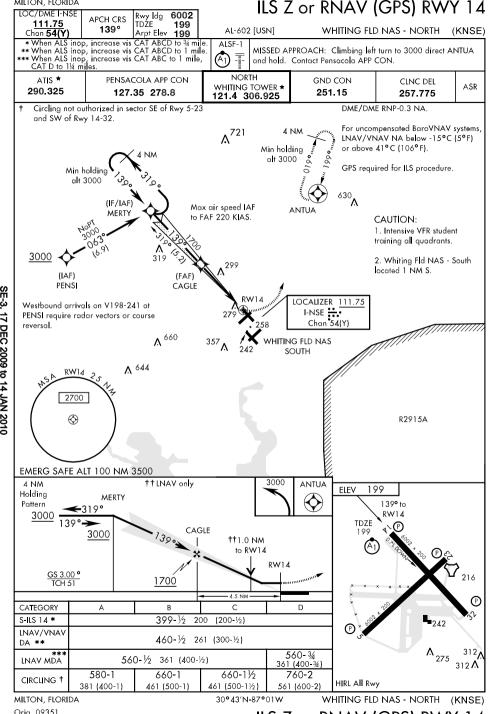


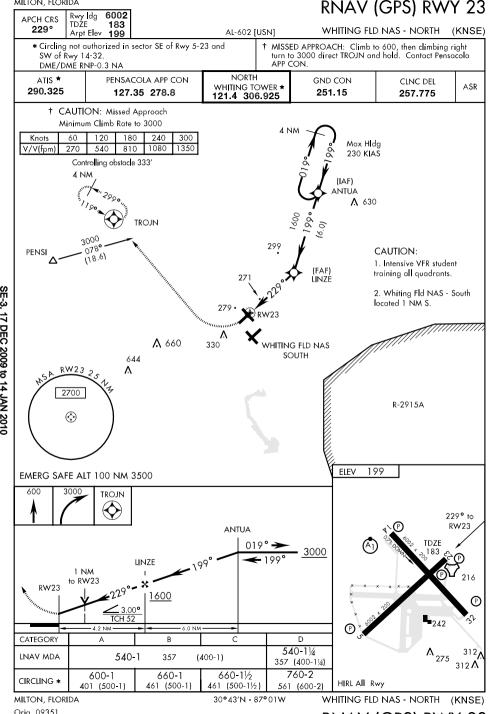


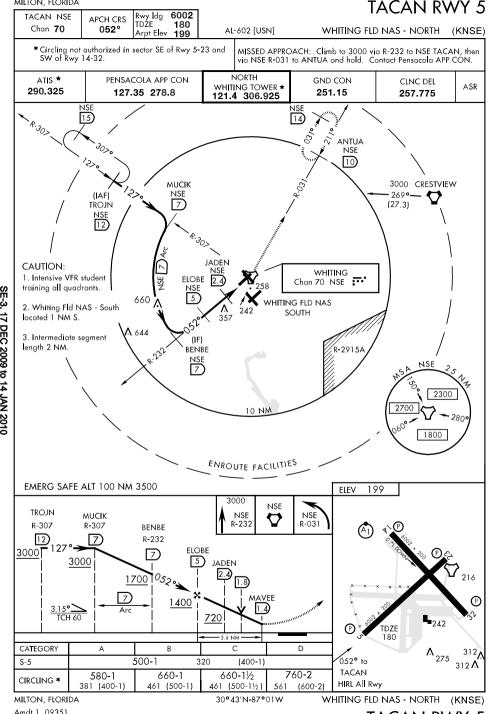


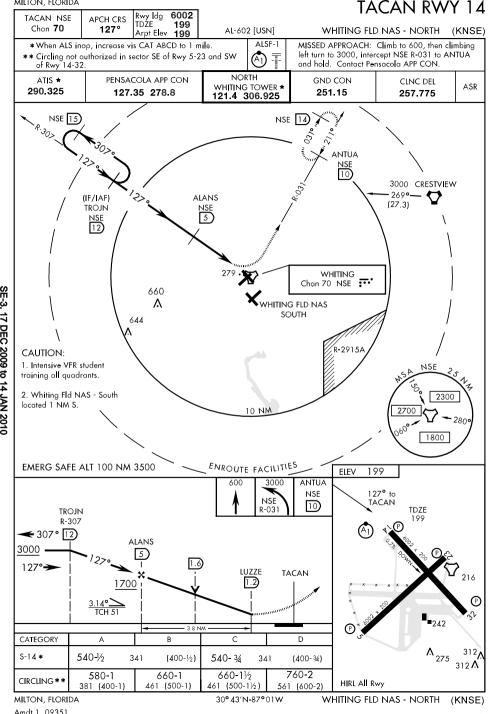


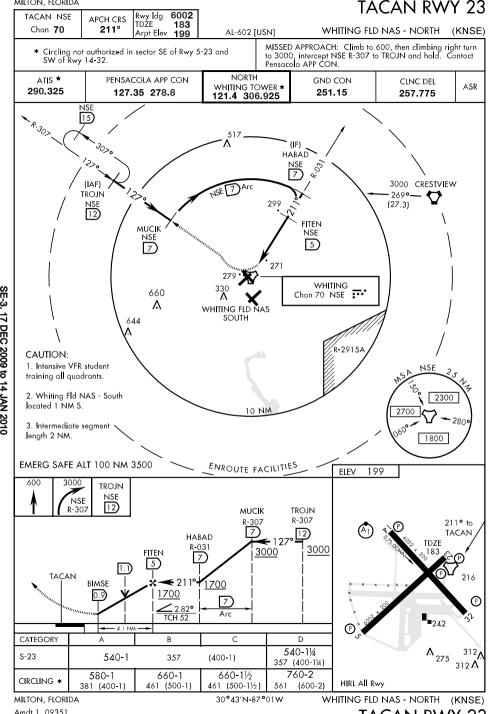


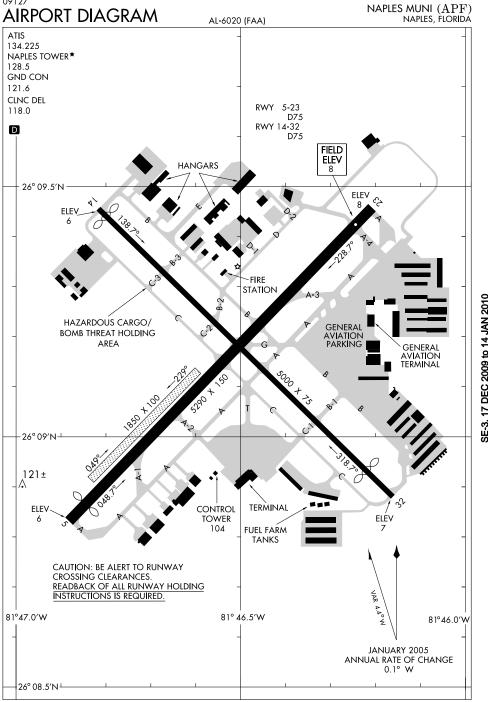




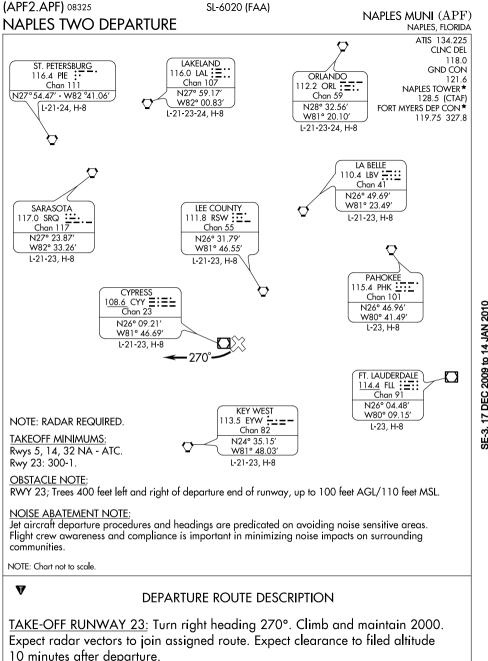








(CSHEL3.CSHEL) 09351 SL-6020 (FAA) NAPLES MUNI (APF) CSHEL THREE DEPARTURE (RNAV) NAPLES, FLORIDA ATIS LAKELAND ORIANDO 134.225 LAL ORI CLNC DEL 118.0 GND CON 121.6 NAPLES TOWER ★ 128.5 (CTAF) NOTE: RADAR required. FORT MYERS DEP CON★ 119.75 327.8 NOTE: DME/DME/IRU or GPS Required. NOTE: RNAV 1. **PULEC** NOTE: For Turbojet aircraft only. NOTE: For NON-GPS equipped aircraft LAL. LBV, RSW, and SRQ DME's must be operational. JUNLO TAKEOFF OBSTACLES: **CSHEL** SE-3, 17 DEC 2009 to 14, IAN 2010 Rwy 5: Trees beginning 92' from DER, left and right of centerline, up to 82' AGL/92' MSL. Tanks 1308' from DER, 293' left of centerline, up to 34' AGL/44' MSL. Rwy 14: Trees beginning 97' from DER, left and right of centerline, up to 101' AGL/ 108' MSL. Rwy 23: Trees beginning 126' from DER, left and right of centerline, up to 66' AGL/70' MSL. TAKEOFF MINIMUMS Rwy 32: Trees beginning 339' from DER, left Rwy 5, 14, 23, 32: Standard. and right of centerline, up to 119' AGL/123' MSL. ×, 122. NOTE: Chart not to scale V DEPARTURE ROUTE DESCRIPTION TAKEOFF RUNWAY 5, 23, 32: Climb on assigned heading for radar vectors to CSHEL, then via depicted route to PULEC, thence.... TAKEOFF RUNWAY 14: Climb heading 137° to 600, then via radar vectors to CSHEL, then via depicted route to PULEC, thence.... ...via (transition). Maintain 4000 or as assigned by ATC, expect filed altitude/flight level 10 minutes after departure. LAKELAND TRANSITION (CSHEL3.LAL): ORLANDO TRANSITION (CSHEL3.ORL):

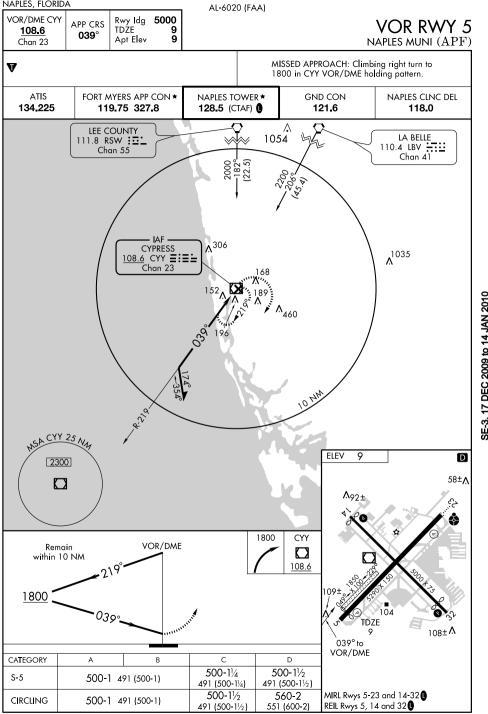


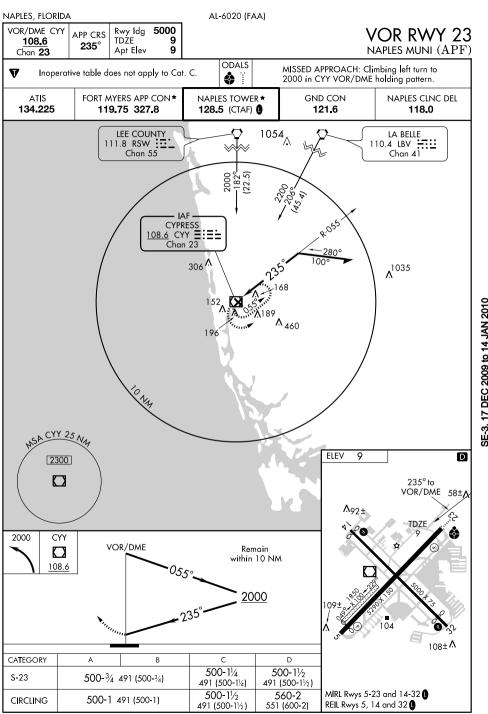
(PIKKR.PIKKR3) 08269 PIKKR THREE ARRIVAL (RNAV) NAPLES, FLORIDA ST-6020 (FAA) SEMINOLE **★ FORT MYERS APP CON** SZW FL180 125.15 306.2 NAPLES MUNI ATIS HFVVN 134 225 -1530 ^154°. (51) (19) (41) FL180 **LEGGT** -11 NM NOTE: Radar Required. NOTE: GPS Required. OBESE NOTE: RNAV 1 NOTE: Turbojet/Turboprop aircraft only. 11 NM WHITL Expect to cross at FL350 RILEE **REMIS** SE-3, 17 DEC 2009 to 14, IAN 2010 FL180 CODGR 107 Expect to (105) cross at FL210 1090 BAGGS 7FIIR Expect to cross at 11000' NAPLES MUNI NOTE: Chart not to scale. MARCO ISLAND ARRIVAL DESCRIPTION REMIS TRANSITION (REMIS.PIKKR3): KOLMN SEMINOLE TRANSITION (SZW.PIKKR3): From over CODGR via 127° track to BAGGS, thence as depicted to ISAJY, then via 150° heading. Expect radar vectors.

AL-6020 (FAA) NAPLES, FLORIDA 09351 WAAS Rwy Idg 5000 RNAV (GPS) RWY 5 APP CRS CH 73015 TDŹF 8 0470 NAPLES MUNI (APF) Apt Elev W05A Baro-VNAV NA when using Southwest Florida Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). MISSED APPROACH: V DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter Climb to 2100 direct Δ setting not received, use Southwest Florida Intl altimeter setting and increase all DA 56 OFDOY and hold. feet and all MDA 60 feet, increase LPV, LNAV/VNAV all Cats and LNAV Cats C/D visibility ¼ mile ATIS FORT MYERS APP CON★ NAPLES TOWER★ **GND CON** NAPLES CLNC DEL 134,225 119.75 327.8 128.5 (CTAF) 0 121.6 118.0 30 NM to FEVS OFDOY 2300 20 NM to FEVE 2100 ۸ <sub>306</sub> 1035 **FEVSI** ۸ **V**198 **RW0.5** ۸<sup>189</sup> SE-3, 17 DEC 2009 to 14, JAN 2010 460 (FAF) DUFBO (IAF) AM to EMDU OÃTO 2100 **EMDUJ** (IF/IAF) VIZAF VIZAF SO THAT (NOPT) ELEV D (IAF) EMDÚJ 58±∧ 2100 OFDOY VGSI and RNAV glidepath not coincident. 4 NM **VIZAF** Holding Pattern **DUFBO** 2100 RW05 GS 3.00° TCH 40 1800 09 6.1 NM 5.4 NM 104 CATEGORY В D Α LPV DA 295-1 287 (300-1) TDZE 108±Λ LNAV/ 8 446-11/2 438 (500-11/2) DA VNAV 047° to 460-11/4 460-11/2 460-1 452 (500-1) RW05 LNAV MDA 452 (500-11/4) 452 (500-11/2) 500-11/2 560-2 REIL Rwys 5, 14, and 32 🗓 500-1 492 (500-1) CIRCLING MIRL Rwys 5-23 and 14-32 1 492 (500-11/2) 552 (600-2)

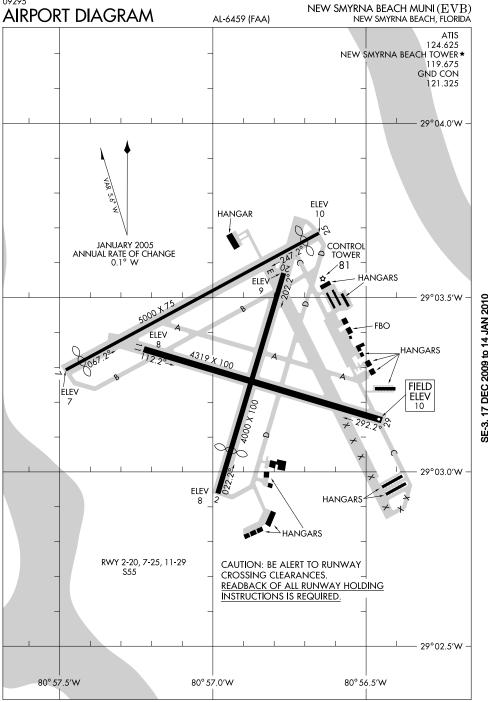
NAPLES, FLORIDA AL-6020 (FAA) 09351 WAAS 5000 Rwy Idg RNAV (GPS) RWY 23 APP CRS CH 69314 TDŹE 8 227º NAPLÉS MUNI (APF) Apt Elev W23A Inoperative table does not apply. Baro-VNAV NA when using Southwest Florida Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME **ODALS** MISSED APPROACH: V RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter Climb to 2100 direct Α **♦** ï setting not recieved, use Southwest Florida Intl altimeter setting and increase VIZAE and hold all DA 56 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats visibility 1/4 mile. FORT MYERS APP CON★ NAPLES TOWER ★ GND CON NAPLES CLNC DEL ATIS 134.225 119.75 327.8 128.5 (CTAF) 1 121.6 118.0 1054 (IAF) 30 NM 10 OF POJHY 2600 (IF/IAF) OFDOY 6 NM 30 NM to POJHY 2100 (FAF) **OFDOY** TFFDL 2100 (IAF) ₩<sup>306</sup> uĠyow SE-3, 17 DEC 2009 to 14, JAN 2010 1035**^** RW23 ۸<sup>189</sup> MISSED APCH FIX ۸<sub>460</sub> **UGYOW** VIZAF 2100 30 NM to UGYOW ELEV 8 D 227° to RW23 58±∧ 2100 VIZAF 4 NM Holding Pattern **TDZE** OFDOY **TEFDU** 2100 1600 **RW23** GS 3.00° 1600 TCH 44 4.8 NM 6.1 NM CATEGORY В D LPV DA 313-1 305 (400-1) LNAV/ 108±Λ DA 461-11/2 453 (500-11/2) VNAV 440-11/4 440-11/2 440-1 LNAV MDA 432 (500-1) 432 (500-11/4) 432 (500-11/2) MIRL Rwys 5-23 and 14-32 0 560-2 500-11/2 CIRCLING 500-1 492 (500-1) REIL Rwys 5, 14, and 32 1 492 (500-11/2) 552 (600-2)

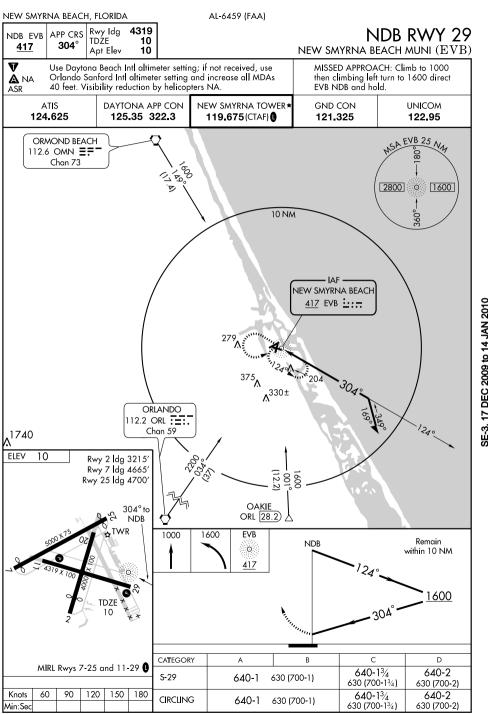
(SHFTY.SHFTY2) 09351 ST-154 (FAA) SHFTY TWO ARRIVAL (RNAV) FORT MYERS, FLORIDA **⊅** DUNKN FORT MYERS APP CON ★ AIMA 126.8 385.45 **AMG** PAGE FIELD ATIS 123.725 SOUTHWEST FLORIDA INTL ATIS ★ 124.65 **CYNTA** ALMA TRANSITION (AMG.SHFTY2): **BOCAP** DUNKN TRANSITION (DUNKN.SHFTY2): 11 NM HIBAC TRANSITION (HIBAC.SHFTY2): HIBAC From over SHFTY via 183° track to WRTRS, then via 161° track to MAZZY, then via **HEPOX** 161° track to MOEMO, then via 160° track to LBV VORTAC, thence.... Landing RSW Rwy 6 and FMY: From over WOSAK LBV VORTAC via 186° track to IRNIE. 11 NM then via 238° track to WYCOF, then via INPIN Expect to cross 238° track to PONTY, then via 240° at or below FL270. heading. Expect radar vectors. Landing RSW Rwy 24: From over LBV VORTAC via 228° heading. Expect VALCH LOOOU radar vectors. Expect to cross at FL240. CRMIN Landing APF: From over LBV VORTAC via 186° track to IRNIE, then via 186° track to KOCHE, then via 203° track to COGDL, VERO BEACH then via 229° track to TIOFF, then via **VRB SHFTY** 230° heading. Expect radar vectors. WRTRS Landing MKY: From over LBV VORTAC via 186° track to IRNIE, then via 186° track to KOCHE, then via 203° track to COGDL, then via 200° heading. Expect MAZZY 8 NM radar vectors. MOEMO NOTE: RADAR Required. RSW Landing Rwy 6: NOTE: DME/DME/IRU or Expect to cross at 10000. GPS Required. RSW Landing Rwy 24: Expect to /ASQZ NOTE: RNAV 1. cross at 10000 and 250 KIAS. NOTE: Turbojet/Turboprop LA BELLE aircraft only. LBV RODDF NOTE: For non-GPS equipped aircraft, LBV and RSW WYCOF IRNIE must be operational. PAGE FIELD • SOUTHWEST **KOCHE** FLORIDA INT PONTY-Expect to cross at 4000. NAPLES OGDL MUNI TIOFF Aircraft Landing APF: MARCO ISLAND NOTE: Chart not to scale. Expect radar vectors prior to TIOFF.

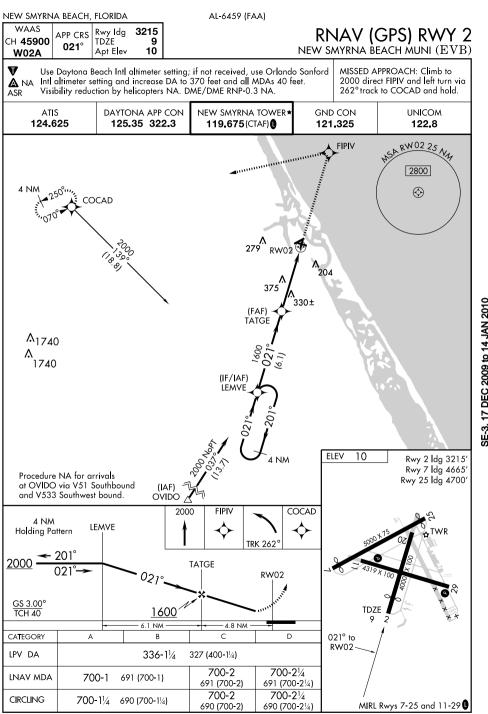


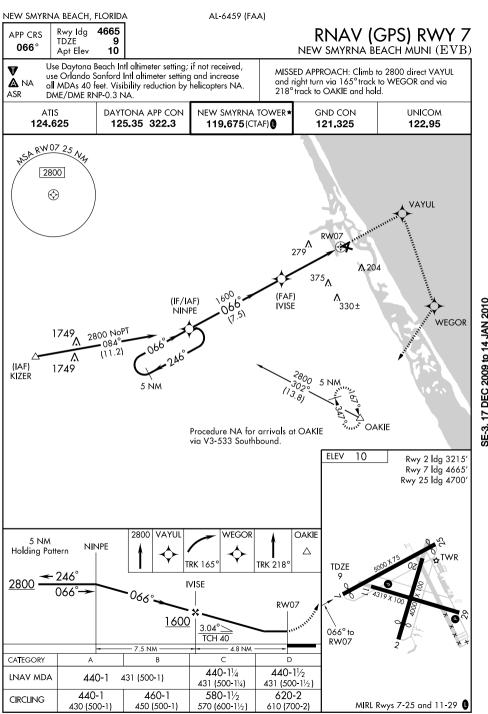


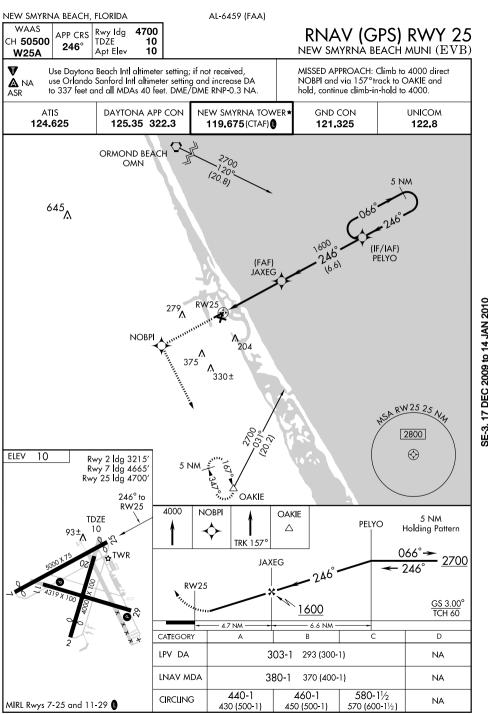
(ZEILR.ZEILR2) 08325 ZEILR TWO ARRIVAL ST-6020 (FAA) NAPLES, FLORIDA FORT MYERS APP CON★ 125.15 306.2 SEMINOLE NAPLES MUNI ATIS 117.5 SZW ::--· 134.225 Chan 122 TAYLOR 112.9 TAY -Chan 76 150 ST. PETERSBURG 116.4 PIE :-**TEPEE** Chan 111 N27°54.47′ - W82°41.06′ N28°00.02' W82°21.99′ L-21-24, H-8 H-8 FL180 \*2000 1080 COVIA (120) N27°56.18' SARASOTA W84°44.16' 117.0 SRQ :: Chan 117 R-288 N27°23.87′ - W82°33.26′ 7000 (A7) (A7) LA BELLE 110.4 LBV ::: Chan 41 **ZEILR** N26°38.22′ - W82°22.46′ TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION R-257 Expect to cross at 11000'. LEE COUNTY **AKUNS** 111.8 RSW : --N26°17.49' Chan 55 W81°56.85' NAPLES MUNI **CYPRESS** 108.6 CYY =:=: MARCO ISLAND Chan 23 NOTE: Chart not to scale. COVIA TRANSITION (COVIA.ZEILR2): From over COVIA INT via SRQ R-288 to SRQ VORTAC. Thence. . . . ST. PETERSBURG TRANSITION (PIE.ZEILR2): From over PIE VORTAC via PIE R-167 to SRQ VORTAC. Thence. . . . TEPEE TRANSITION (TEPEE.ZIELR2): From over TEPEE INT via SRQ R-018 to SRQ VORTAC. Thence. . . . .From over SRQ VORTAC via SRQ R-170 to ZEILR INT. Then via CYY R-315 to AKUNS INT. Expect radar vectors to final approach course.

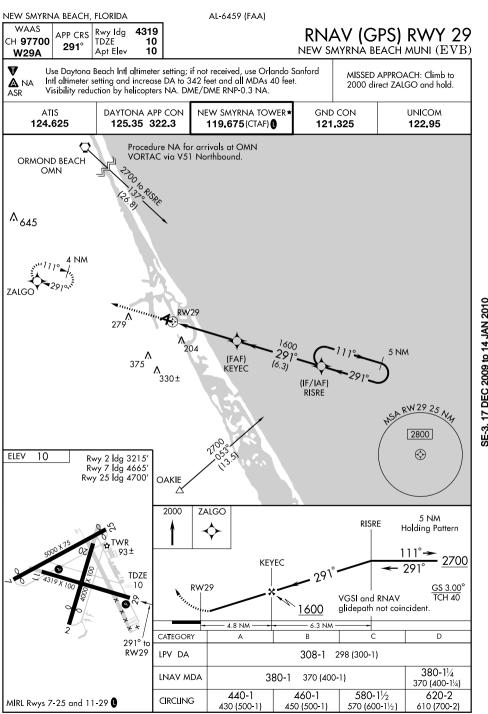


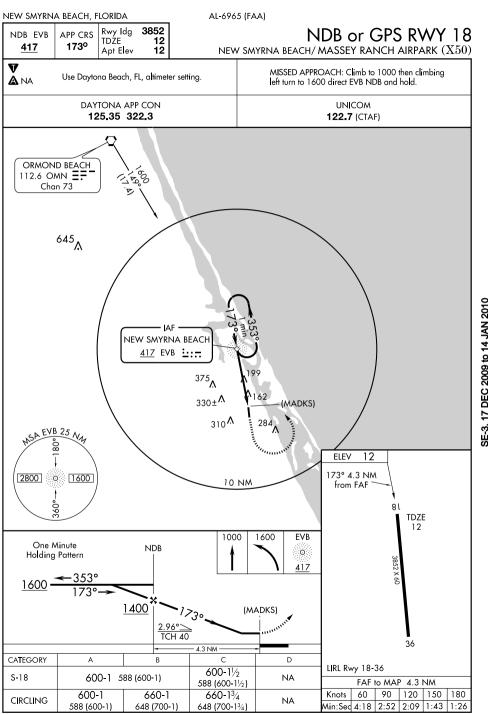










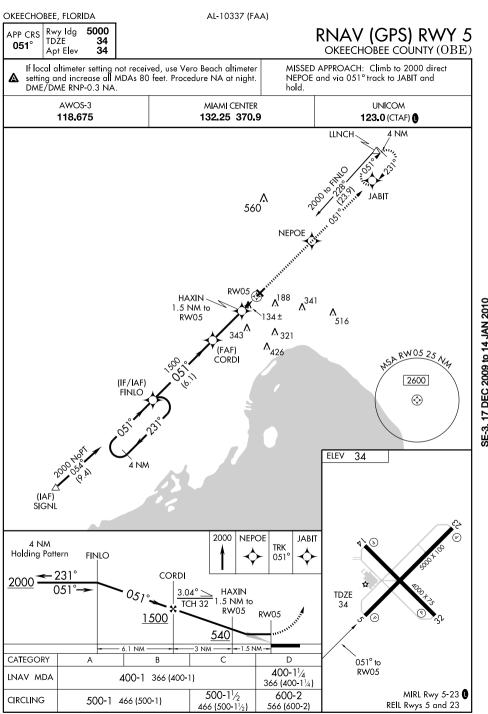


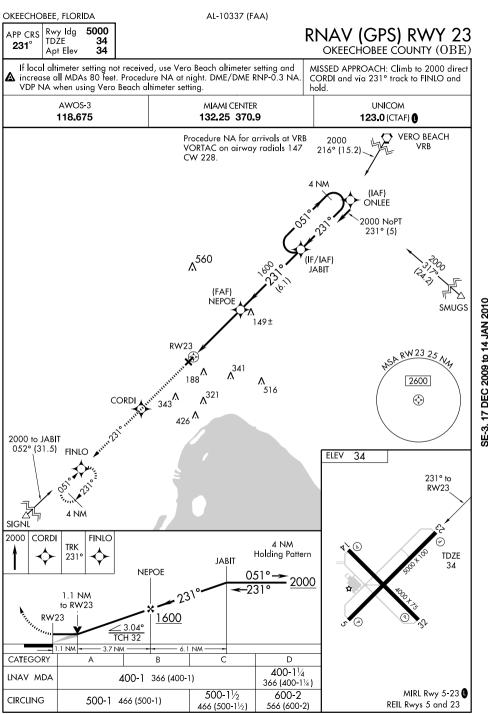
OCALA, FLORIDA AL-5055 (FAA) 6347 ILS or LOC/DME RWY 36 Rwy Idg LOC I-OCE APP CRS TDŹE 80 0040 111.5 OCALA INTL-JIM TAYLOR FIELD (OCF) Apt Elev 89 DME from OCF VORTAC. Simultaneous reception of I-OCF and OCF DME required. MISSED APPROACH: Climb MALSR When local altimeter setting not received, use Gainesville altimeter setting and to 3000 via OCF VORTAC increase S-ILS 36 DA to 361 and all MDA 100 feet; increase S-LOC 36 Cats C and R-355 to LEJKO INT/OCF D visibility 1/4 mile. Inoperative table does not apply to S-ILS 36 all Cats when using VORTAC 10 DME and hold local altimeter setting. For inoperative MALSR, increase S-LOC 36 Cats A and B continue climb-in-hold to visibility to 1 mile. For inoperative MALSR when using Gainesville altimeter setting, 3000 increase S-LOC 36 Cats A and B visibility to 1 mile. AWOS-3 JACKSONVILLE APP CON UNICOM 128.125 118.6 251.15 123.0 (CTAF) 1 Λ1449 MISSED APCH FIX ALTERNATE MISSED APCH FIX 112.0 ,590 **∧**667 Chan 57 16 R-355 **OCALA** 112.0 CTY 0 100 ᅙᄾ 113.7 OCF GN/ -R-112 Chan 57 Chan 84 ۸<sup>400</sup> 230 LEJKO ۸<sup>564</sup> Chan OCF [10) 267 ^ LEJKO GNV 20.9) 84 LOCALIZER 111.5 220 I-OCF 2000 to FIBUS 178° (5.9) 300 281 (IAF) SE-3, 17 DEC 2009 to 14, IAN 2010 FIBUS OCF [5.9] (IAF) NSA OCF 25 NA CUSAB 2500 OCF LR-188. 1700 (IAF) 004° (8.1) NUCIS (1A) A' OCF OCF (IF) ELEV 89 **TALZA** D OCF 14 2000 NoPT to LOM 300° heading (2.9) (IAF) and LOC (2.3) <u>^</u>110 (DMFBJ) 3009 X 50 DME REQUIRED. SADEY ۸ OCF 17.8) 127± **FIBUS** 3000 LEJKO Remain OCF [5.9) within 10 NM Δ **☆**149 OCF R-355 1700 7467 X 150 2000 OCF 1.2 -1700 GS 3.00° TCH 50 VGSI and ILS glidepath not coincident. 4.9 NM CATEGORY Α D TDZE S-ILS 36 280-3/4 200 (200-3/4) ø 004° 4.9 NM 80 540-1 36 from FAF 540-3/4 460 (500-3/4) S-LOC 36 460 (500-1) 580-11/2 640-2 CIRCLING 580-1 491 (500-1) MIRL Rwy 18-36 ( 491 (500-11/2) 551 (600-2)

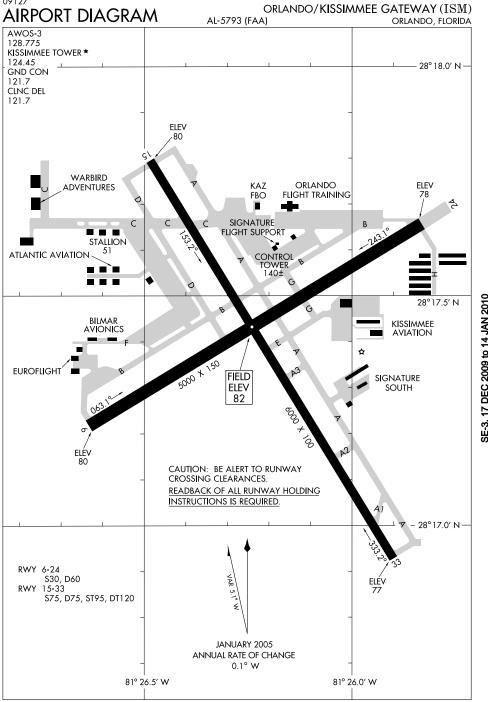
OCALA, FLORIDA AL-5055 (FAA) 6747 APP CRS Rwy Idg RNAV (GPS) RWY 18 TDŹE 81 184° OCALA INTL-JIM TAYLOR FIELD (OCF) Apt Elev 89 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter MISSED APPROACH: setting not received, use Gainesville altimeter setting and increase LNAV/VNAV DA to 657 and Climb to 2000 direct all MDA 100 feet; increase LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat D TALZA and hold. visibility ¼ mile. Baro-VNAV and VDP NA when using Gainesville altimeter setting. AWOS-3 JACKSONVILLE APP CON UNICOM 123.0 (CTAF) ( 128,125 118.6 251.15 30 NM to CUFJO (NOP) 4 NM PALATKA 2100 (IF/IAF) 2 MOA CUFJO CÚFJO 2100 NoPT 2100 NoPT (IAF) (IAF) (5) (5) SÒWMU NAKÝA 700 **184** (6.1) ۸ 1449 SE-3, 17 DEC 2009 to 14, IAN 2010 (FAF) IUGGY 094°-590<u>^</u> NAKYA SOWMU 20 14 10 NAKYA 30 MW 10 20 MM ۸<sup>400</sup> 2500 230 RW18€ 267 <sup>220</sup> √300 MISSED APCH FIX TALZA ELEV 89 D 184° to RW18 04 NM 3009 X 50 2000 **TALZA** ۸ 4 NM 127± Holding Pattern TDZE **CUFJO** 81 LUGGY \* LNAV only 2100 **☆**149 \*1.3 NM to 1700 1840 RW18 7467 X RW18 GS 3.00° TCH 52 1700 6.1 NM 3.6 NM 1.3 D CATEGORY LNAV/ DA 576-13/4 495 (500-13/4) VNAV 540-11/4 540-11/2 540-1 459 (500-1) LNAV MDA 459 (500-11/4) 459 (500-11/2) 580-11/2 640-2 CIRCLING 580-1 491 (500-1) MIRL Rwy 18-36 ( 491 (500-11/2) 551 (600-2)

OCALA, FLORIDA AL-5055 (FAA) WAAS Rwy Idg 6347 RNAV (GPS) RWY 36 APP CRS CH 58110 TDŹE 80 0040 OCALA INTL-JIM TAYLOR FIELD (OCF) Apt Elev W36A 89 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use A Gainesville altimeter setting and increase LPV DA to 361, LNAV/VNAV DA to 644, and all MALSR MISSED APPROACH: MDA 100 feet; increase LNAV/VNAV all Cats, and LNAV Cats C and D visibility 1/4 mile. Climb to 2100 direct VDP and Baro-VNAV NA when using Gainesville altimeter setting. Inoperative table does CUFJO and hold. not apply to LPV when using local altimeter setting. For inoperative MALSR, increase LNAV Cats A and B visibility to 1 mile. For inoperative MALSR when using Gainesville altimeter setting, increase LNAV Cats A and B visibility to 1 mile. AWOS-3 JACKSONVILLE APP CON UNICOM 128,125 118.6 251.15 123.0 (CTAF) 0 MISSED APCH FIX <sup>230</sup>⁄<sub>Λ</sub> ۸<sup>400</sup> 4 NM <sup>672</sup>م ۸<sup>564</sup> **PALATKA** 267 RW36 1 MOA 1.04± CUFJO  $\Lambda_{300}$ 30 ITH to AMBAC 220 **∆**281 30 NM to TUCHE (FAF) SE-3, 17 DEC 2009 to 14, IAN 2010 **AMBAC TUCHO** 094° -274° (IAE) (IAF) 2000 NoPT 2000 NoPT AMBAC TÚCHO (5)(5)(IF/IAF) -274° TALZA TALZA ELEV 89 D NAY 10 TALZA (NOP <u>∧</u> 110 3009 X 50 4 NM 2100 **CUFJO** ۸ Holding Pattern TALZA 127± **FIBUS** 2000 \* LNAV only 1700 **☆**149 004 \* 1.4 NM to RW36 GS 3.00° TCH 50 **RW36** 1700 VGSI and RNAV glidepath not coincident. 8.1 NM 3.5 NM 1.4 NM CATEGORY В D LPV DA 280-3/4 200 (200-3/4) LNAV/ DA 563-11/4 **TDZE** 483 (500-11/4) VNAV 0 80 004° to 540-1LNAV MDA 540-3/4 460 (500-3/4) RW36 460 (500-1) 580-11/2 640-2 CIRCLING 580-1 491 (500-1) MIRL Rwy 18-36 ( 491 (500-11/2) 551 (600-2)

OCALA, FLORIDA AL-5055 (FAA) 6347 VORTAC OCF Rwy Idg VOR RWY 36 APP CRS 113.7 TDŹE 80 354° Apt Elev OCALA INTL-JIM TAYLOR FIELD (OCF) Chan 84 89 When local altimeter setting not received, use Gainesville altimeter setting and increase all MDA 100 feet; increase S-36 Cats C and D, MISSED APPROACH: Climb to MALSR and Circling Cat C visibility 1/4 mile. For inoperative MALSR, increase 2000 via OCF VORTAC R-355 **♣** S-36 Cats A and B visibility to 1 mile. For inoperative MALSR when to LEJKO INT/OCF 10 DME using Gainsville altimeter setting, increase S-36 Cats A and B visibility and hold. to 1 mile. VDP NA when using Gainesville altimeter setting. UNICOM AWOS-3 JACKSONVILLE APP CON 123.0 (CTAF) 0 128,125 118.6 251.15 112.0 CTY R-112 LEJKÓ INT OCF 10) 1449 ۸<sup>667</sup> <sup>590</sup>^ SE-3, 17 DEC 2009 to 14, IAN 2010 400 230 ۸<sup>564</sup> · IAF **OCALA** OCF :::: 113.7 <u>Л</u> 267 Chan 84 220 ∧<sup>321</sup> NSA OCF 25 NA ELEV 89 D 2500 <u>^</u>110 3009 X 50 127± 2000 LEJKO VORTAC Remain **₽**149 Δ within 10 NM 7467 X 150 OCF R-355 1700 354° to 1.7 **TDZE** OCF VORTAC CATEGORY C D 80 Α 640-11/4 640-1 640-3/4 S-36 560 (600-34) 560 (600-1) 560 (600-11/4) 640-11/2 640-2 CIRCLING 640-1 551 (600-1) MIRL Rwy 18-36 551 (600-11/2) 551 (600-2)







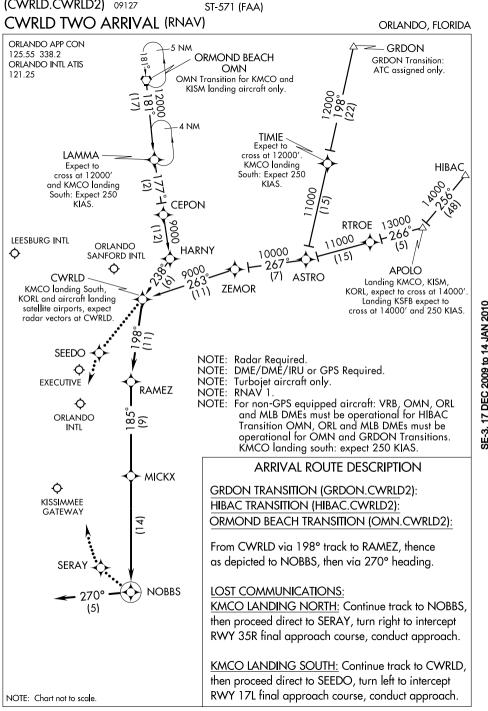
(BAIRN.BAIRN2) 09239 ST-571 (FAA) BAIRN TWO ARRIVAL (RNAV) ORLANDO, FLORIDA ORLANDO APP CON 125.55 338.2 ORLANDO ORLANDO INTL ATIS SANFORD INTL **POPYE** 121.25 LEESBURG KMCO Landing South: INTI Expect radar vectors after POPYE. NOTE: Radar Required. **SEEDC** NOTE: DME/DME/IRU or GPS Required. NOTE: RNAV 1. **EXECUTIVE** NOTE: For non-GPS equipped aircraft: PHK, RAMEZ MLB, VRB and ORL must be operational for the PBI and PHK 9 Transitions. ORLANDO INTL ( NOTE: MLB and ORL must be operational for the VRB Transition. **MICKX** NOTE: TURBOJET/TURBOPROP aircraft KISSIMMEE only. GATEWAY 1900 305° (14) NOBBS SERA' Landing KISM, KORL, KSFB, KLEE: Expect radar vectors after NOBBS. KMCO Landing North: Expect radar vectors after NOBBS. **BAIRN** 26<sub>00</sub> VERTICAL NAVIGATION PLANNING KMCO Landing South: Expect to cross at 11000. VFRO BFACH KMCO Landing North: VRB Expect to cross at 8000. Landing KISM: Expect to cross at 8000. LLNCH ARRIVAL ROUTE DESCRIPTION PAHOKEE TRANSITION (PHK.BAIRN2): PALM BEACH TRANSITION (PBI.BAIRN2): VERO BEACH TRANSITION (VRB.BAIRN2): From over BAIRN via 349° track to NOBBS, thence as depicted to POPYE. LOST COMMUNICATIONS: KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept **PAHOKEE** RWY 35R final approach course, conduct approach. PHK PALM BEACH PBI KMCO LANDING SOUTH: Continue track to POPYE, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach. NOTE: Chart not to scale.

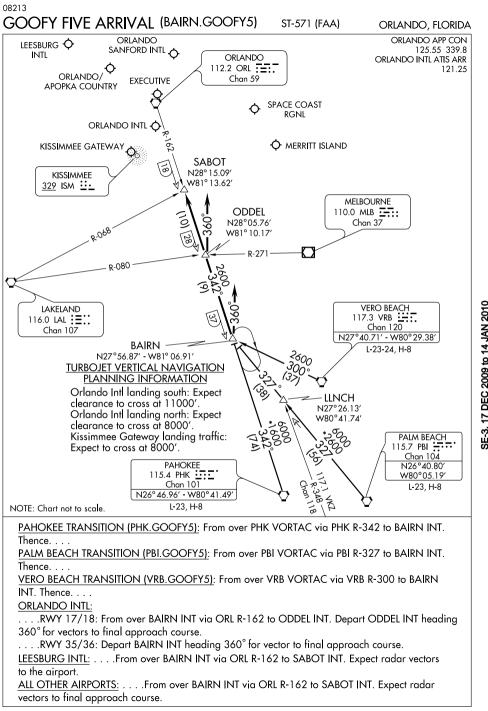
From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

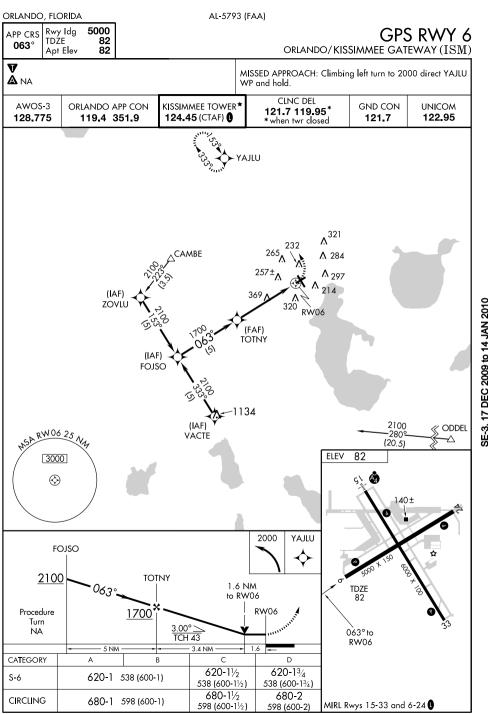
NOTE: Chart not to scale.

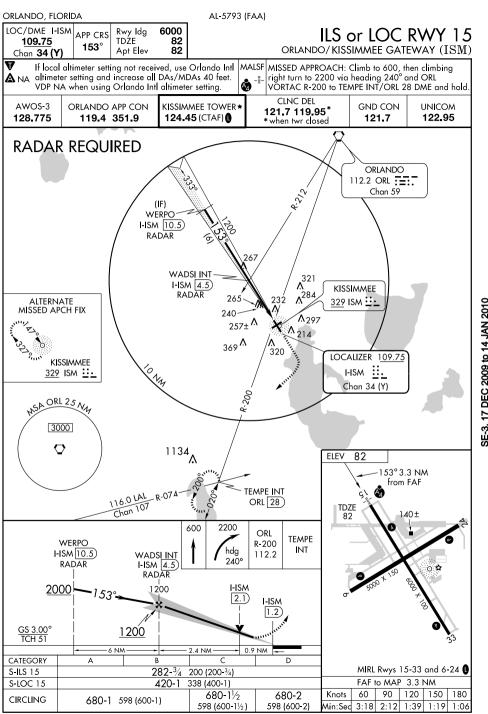
SE-3, 17 DEC 2009 to 14 .IAN 2010

MELBOURNE INTL (COSTR.COSTR2) 09239 ST-571 (FAA) ORLANDO INTL COSTR TWO ARRIVAL (RNAV) ORLANDO, FLORIDA ORLANDO APP CON 125.55 338.2 **LEESBURG** ORLANDO ORLANDO INTL ATIS SANFORD INTL INTI 121.25 KNUKL ᄉ ORLANDO/ ONNER APOPKA COUNTRY NOTE: RNAV 1. ORLANDO **TWONA** NOTE: Radar Required. **EXECUTIVE** NOTE: DME/DME/IRU or GPS Required. SPACE COAST NOTE: TURBOJET/TURBOPROP aircraft only. **RGNL** NOTE: For aircraft landing satellite airports: expect radar vectors after COSTR. **KRAKN ORLANDO** INTL MERRITT **ISLAND** 4 KISSIMMEE **GATEWAY** TINKR **BIGGR ANDRO** Expect to cross at 13000. **EXBAN** 066° <sup>'P</sup>00 KMCO Landing North: PATRICK 060° (5)Expect 250 KIAS. **AFB** 141 ST PETERSBURG Ò **SETME** GROPE PIF MELBOURNE SE-3, 17 DEC 2009 to 14 JAN 2010 Expect to cross LAKELAND COSTR INTI at FL210. 1260 LAL KMCO Landing North: 5 NM Expect radar vectors after 13000 5000 COSTR SIMMR 101° (62) (29) 066° 066° (8) (3) (29) MOANS KMCO Landina North: 8 NM Expect to cross at 10000 8 NM **GUMMY** and 250 KIAS. KMCO Landing South: 8 NM **SYKFS** Expect to cross at 13000. Expect to cross at FL230. **DOWNN BOXKR** 13000 075° (14) 8 NM ARRIVAL DESCRIPTION BOXKR TRANSITION (BOXKR.COSTR2): LA BELLE TRANSITION (LBV.COSTR2): LEE COUNTY TRANSITION (RSW.COSTR2): IA BFIIF SIMMR TRANSITION (SIMMR.COSTR2): IBV ST. PETERSBURG TRANSITION (PIE.COSTR2): From over COSTR via 060° track to BIGGR. LEE COUNTY thence as depicted to KNUKL. **RSW** NOTE: Chart not to scale.









LEESE TWO ARRIVAL (LEESE.LEESE2) ST-571 (FAA) ORLANDO, FLORIDA

## ARRIVAL DESCRIPTION

ALMA TRANSITION (AMG.LEESE2): From over AMG VORTAC via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

OCALA TRANSITION (OCF.LEESE2): From over OCF VORTAC via OCF R-129 and

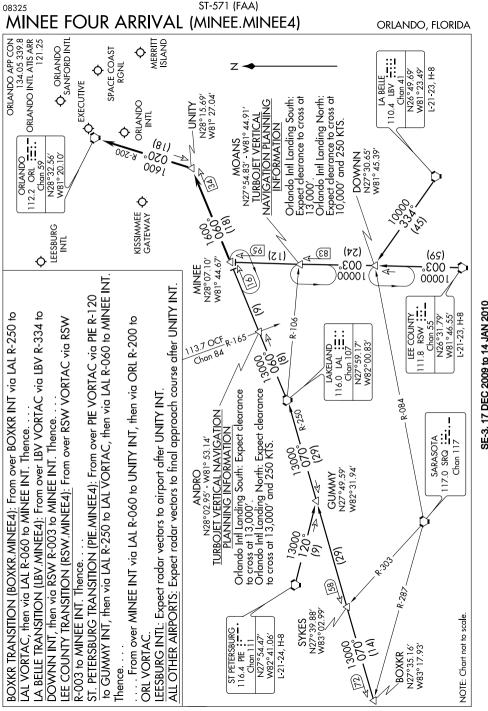
ORL R-309 to LEESE DME. Thence....
SAVANNAH TRANSITION (SAV.LEESE2): From over SAV VORTAC via SAV R-226 to

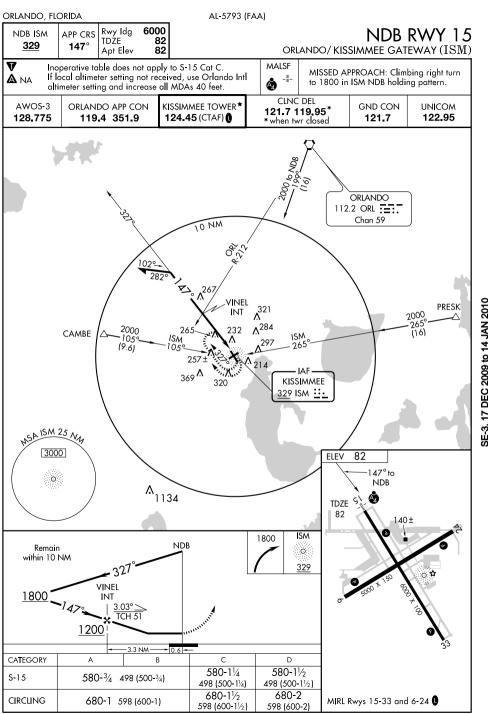
SHEMP INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

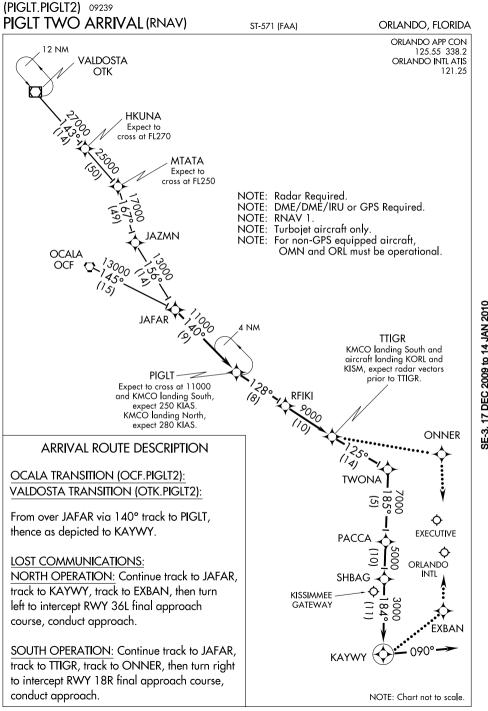
VALDOSTA TRANSITION (OTK.LEESE2): From over OTK VOR/DME via OTK R-126 to UGENE INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

 $\dots$  From over LEESE DME via ORL R-309 to ORL VORTAC. Expect vectors to final approach course after LEESE DME.

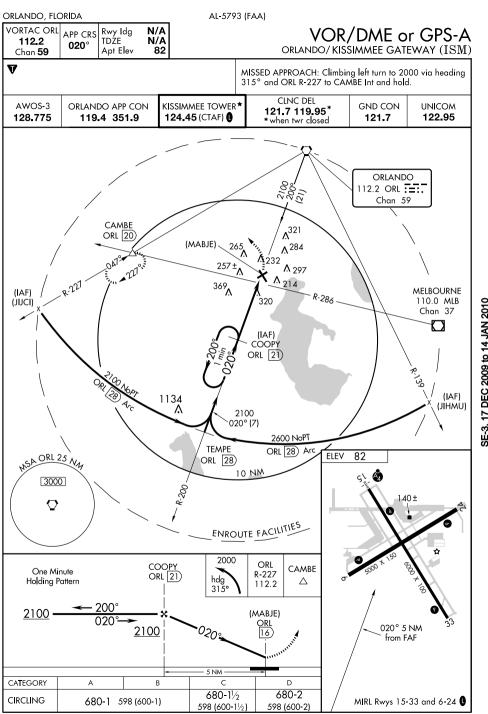
approach course after LEESE DIME.

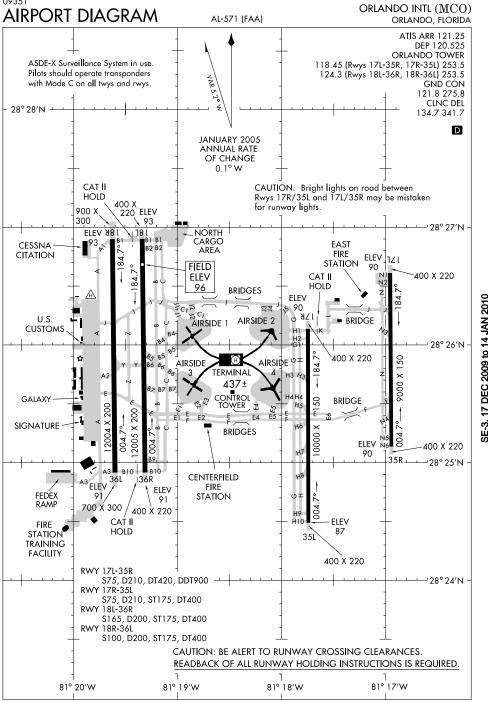






ORLANDO, FLORIDA AL-5793 (FAA) RNAV (GPS) RWY 33 ORLANDO/KISSIMMEE GATEWAY (ISM) 6000 WAAS Rwy Idg APP CRS CH **42900** TDŹE 82 333° Apt Elev 82 W33A V If local altimeter setting not received, use Orlando Intl altimeter setting and increase all DAs 27 feet and all MDAs 40 feet. For uncompensated Baro-MISSED APPROACH: Climb to NAV systems, LNAV/VNAV NA below -1.5° C (5° F) or above 48° C (119° F). 2000 direct WADSI and via Baro-VNAV NA when using Orlando Intl altimeter setting. 262° track to CAMBE and hold DME/DME RNP-0.3 NA CLNC DEL ORLANDO APP CON AWOS-3 KISSIMMEE TOWER\* **GND CON** UNICOM 121.7 119.95\* 124.45 (CTAF) ( 128,775 119.4 351.9 121,7 122.95 \* when twr closed PRESK CAMBE 232 ۸<sub>284</sub> ۸<sub>297</sub> λ<sub>214</sub> <sub>369</sub>∧ 5 NN (FAF) LOJUF SE-3, 17 DEC 2009 to 14, IAN 2010 (IAF) ÙFRÁJ Λ 1134 (IF) 1631±, **AXMEB** SA RW 33 25 Ny (IAF) YÖNMA 3000 **(** ELEV 82 140± 2000 WADS CAMBE AXMEB 262° trk Δ LOJUE 2000 Procedure Turn NA RW33 1700 GS 3.00° TCH 45 4.9 NM 6 NM CATEGORY В D **TDZE** LPV DA 348-1 266 (300-1) 82 LNAV/ DA 548-13/4 466 (500-13/4) 333° to VNAV RW33 460-11/4 LNAV MDA 460-1 378 (400-1) 378 (400-11/4) 640-2 CIRCLING 620-13/4 538 (600-13/4) MIRL Rwys 15-33 and 6-24 🕕 558 (600-2)





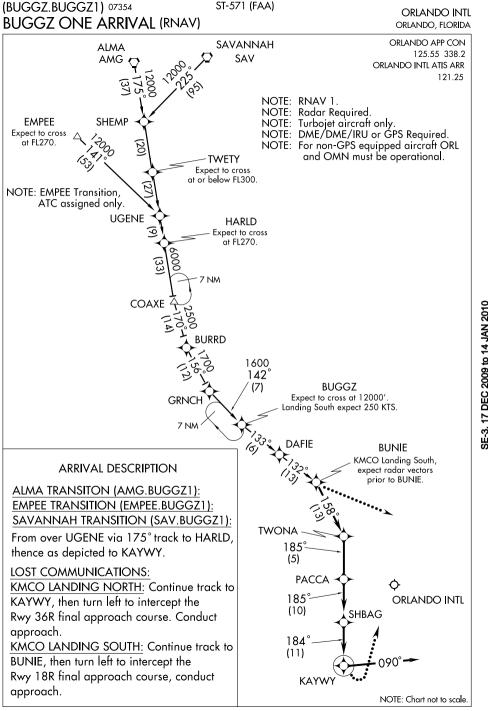
(BAIRN.BAIRN2) 09239 ST-571 (FAA) BAIRN TWO ARRIVAL (RNAV) ORLANDO, FLORIDA ORLANDO APP CON 125.55 338.2 ORLANDO ORLANDO INTL ATIS SANFORD INTL **POPYE** 121.25 LEESBURG KMCO Landing South: INTI Expect radar vectors after POPYE. NOTE: Radar Required. **SEEDC** NOTE: DME/DME/IRU or GPS Required. NOTE: RNAV 1. **EXECUTIVE** NOTE: For non-GPS equipped aircraft: PHK, RAMEZ MLB, VRB and ORL must be operational for the PBI and PHK 9 Transitions. ORLANDO INTL ( NOTE: MLB and ORL must be operational for the VRB Transition. **MICKX** NOTE: TURBOJET/TURBOPROP aircraft KISSIMMEE only. GATEWAY 1900 305° (14) NOBBS SERA' Landing KISM, KORL, KSFB, KLEE: Expect radar vectors after NOBBS. KMCO Landing North: Expect radar vectors after NOBBS. **BAIRN** 26<sub>00</sub> VERTICAL NAVIGATION PLANNING KMCO Landing South: Expect to cross at 11000. VFRO BFACH KMCO Landing North: VRB Expect to cross at 8000. Landing KISM: Expect to cross at 8000. LLNCH ARRIVAL ROUTE DESCRIPTION PAHOKEE TRANSITION (PHK.BAIRN2): PALM BEACH TRANSITION (PBI.BAIRN2): VERO BEACH TRANSITION (VRB.BAIRN2): From over BAIRN via 349° track to NOBBS, thence as depicted to POPYE. LOST COMMUNICATIONS: KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept **PAHOKEE** RWY 35R final approach course, conduct approach. PHK PALM BEACH PBI KMCO LANDING SOUTH: Continue track to POPYE, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach. NOTE: Chart not to scale.

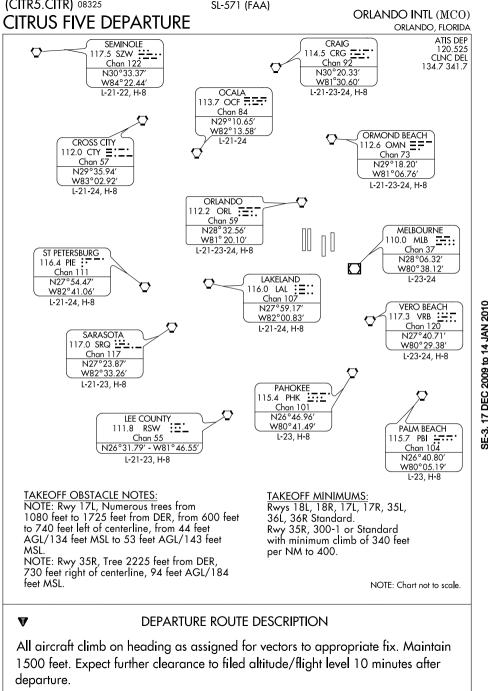
From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

NOTE: Chart not to scale.

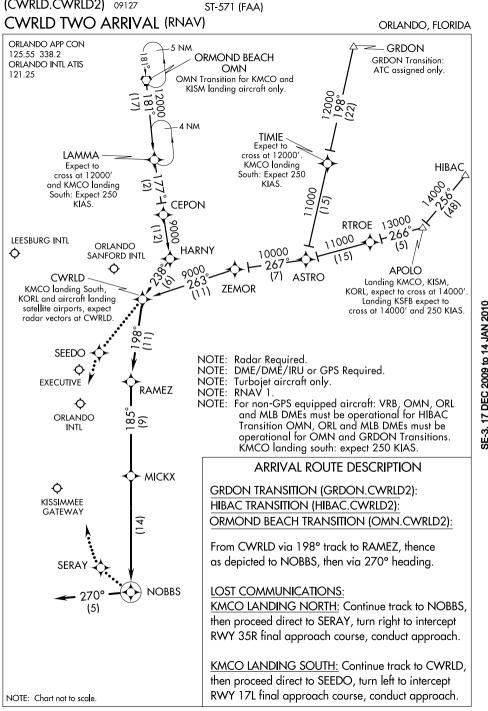
SE-3, 17 DEC 2009 to 14 .IAN 2010

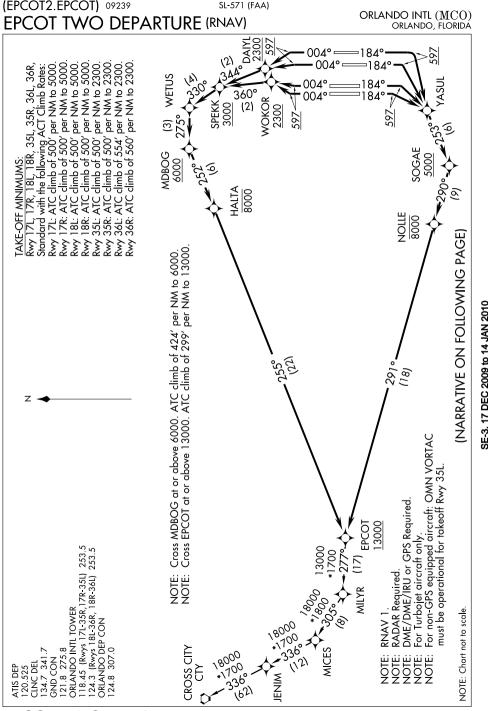
MELBOURNE INTL





(COSTR.COSTR2) 09239 ST-571 (FAA) ORLANDO INTL COSTR TWO ARRIVAL (RNAV) ORLANDO, FLORIDA ORLANDO APP CON 125.55 338.2 **LEESBURG** ORLANDO ORLANDO INTL ATIS SANFORD INTL INTI 121.25 KNUKL ᄉ ORLANDO/ ONNER APOPKA COUNTRY NOTE: RNAV 1. ORLANDO **TWONA** NOTE: Radar Required. **EXECUTIVE** NOTE: DME/DME/IRU or GPS Required. SPACE COAST NOTE: TURBOJET/TURBOPROP aircraft only. **RGNL** NOTE: For aircraft landing satellite airports: expect radar vectors after COSTR. **KRAKN ORLANDO** INTL MERRITT **ISLAND** 4 KISSIMMEE **GATEWAY** TINKR **BIGGR ANDRO** Expect to cross at 13000. **EXBAN** 066° <sup>'P</sup>00 KMCO Landing North: PATRICK 060° (5)Expect 250 KIAS. **AFB** 141 ST PETERSBURG Ò **SETME** GROPE PIF MELBOURNE SE-3, 17 DEC 2009 to 14 JAN 2010 Expect to cross LAKELAND COSTR INTI at FL210. 1260 LAL KMCO Landing North: 5 NM Expect radar vectors after 13000 5000 COSTR SIMMR 101° (62) (29) 066° 066° (8) (3) (29) MOANS KMCO Landina North: 8 NM Expect to cross at 10000 8 NM **GUMMY** and 250 KIAS. KMCO Landing South: 8 NM **SYKFS** Expect to cross at 13000. Expect to cross at FL230. **DOWNN BOXKR** 13000 075° (14) 8 NM ARRIVAL DESCRIPTION BOXKR TRANSITION (BOXKR.COSTR2): LA BELLE TRANSITION (LBV.COSTR2): LEE COUNTY TRANSITION (RSW.COSTR2): IA BFIIF SIMMR TRANSITION (SIMMR.COSTR2): IBV ST. PETERSBURG TRANSITION (PIE.COSTR2): From over COSTR via 060° track to BIGGR. LEE COUNTY thence as depicted to KNUKL. **RSW** NOTE: Chart not to scale.





#### ORLANDO INTL (MCO) ORLANDO, FLORIDA

#### V

# DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to EPCOT. Thence....

TAKE-OFF RWY 17R: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to EPCOT. Thence....

TAKE-OFF RWY 18L: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to EPCOT. Thence....

TAKE-OFF RWY 18R: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to EPCOT. Thence....

TAKE-OFF RWY 35L: Climb heading 004° to 597, then left turn direct to cross

DAIYL at or above 2300, then via depicted route to EPCOT. Thence....

TAKE-OFF RWY 35R: Climb heading 004° to 597, then left turn direct to cross

DAIYL at or above 2300, then via depicted route to EPCOT. Thence....

TAKE-OFF RWY 36R: Climb heading 004° to 597, then right turn direct to cross

WOKOR at a phove 2300, then via depicted route to EPCOT. Thence

WOKOR at or above 2300, then via depicted route to EPCOT. Thence....

TAKE-OFF RWY 36L: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to EPCOT. Thence....

.... Expect further clearance to filed altitude within 10 minutes after departure.

# CROSS CITY TRANSITION (EPCOT2.CTY):

#### TAKE-OFF OBSTACLE NOTES: Rwy 17L: Multiple trees beginning 1073' from DER, 23' left of centerline, up to 84'

AGL/151' MSL.
Rwy 17R: Tree 1784' from DER, 965' right of centerline, 74' AGL/138' MSL.

Rwy 17R: Tree 1784' from DER, 965' right of centerline, 74' AGL/138' MSL. Rwy 35R: Multiple trees beginning 2164' from DER, 5' right of centerline, up to 89'

AGL/187' MSL. Multiple trees beginning 2596' from DER, 4' left of centerline, up to 89' AGL/172' MSL.

Rwy 35L: Light and bush beginning 134' from DER, 456' left of centerline, up to 84' AGL/129' MSL.

AGL/129' MSL.
Rwy 36R: Multiple trees beginning 1365' from DER, 193' right of centerline, up to 94' AGL/153' MSL. Light on sign 1063' from DER, 726' left of centerline, 94'

94' AGL/153' MSL. Light on sign 1063' from DER, 726' lett of centerline, 94' AGL/123' MSL.
Rwy 36L: Light on sign 1063' from DER, 775' right of centerline, 94' AGL/123' MSL.

(FATHE2.FATHE) 09239 SL-571 (FAA) ORLANDO INTL (MCO)FATHE TWO DEPARTURE (RNAV) ORLANDO, FLORIDA ATIS DEP SAVANNAH 120.525 SAV CLNC DEL 134.7 341.7 GND CON 121.8 275.8 VIYAP ORLANDO INTL TOWER 118.45 (Rwys 17L-35R,17R-35L) 253.5 124.3 (Rwys 18L-36R, 18R-36L) 253.5 ORLANDO DEP CON 124.8 307.0 **CRAIG CRG** TAKE-OFF MINIMUMS: Rwys 17L, 17R, 18L, 18R, 35L, 35R, 36L, 36R, Standard with the following ATC climb rates: Rwy 17L: ATC climb of 500' per to 5000. Rwy 17R: ATC climb of 515' per NM to 5000. **GUANO** Rwy 18L: ATC climb of 500' per NM to 5000. Rwy 18R: ATC climb of 500' per NM to 5000. Rwy 35R: ATC climb of 548' per NM to 2600. Rwy 35L: ATC climb of 500' per NM to 2600. Rwy 36R: ATC climb of 560' per NM to 2300. **FATHE** Rwy 36L: ATC climb of 554' per NM to 2300. 14000 SE-3, 17 DEC 2009 to 14, IAN 2010 **FUTSY** NOTE: RNAV 1. 8000 NOTE: RADAR Required. NOTE: DME/DME/IRU or GPS Required. NOTE: For Turbojet aircraft only. NOTE: For non-GPS equipped aircraft: OMN and TAY 10 DMEs must be operational for takeoff Rwy 17L, 17R, 18L, 18R; VRB and TAY DMEs must be operational for Takeoff Rwy 35L, 35R, 36L, 36R.. **HUKER JIRAN** 3000 3000 **WOKOR** MDUSA **JWOLF** 2300 2600 11000 597 597 NOTE: Cross JWOLF at or above 11000, ATC climb of 400 feet per NM to 11000. (9) 100 100 NOTE: Cross FATHE at 14000, departing Rwys 35L, 35R, 36L, 36R ATC climb of 416 597 feet per NM to 14000. WRASL **TURST** 597< 8000 5000 .070° **TOLLZ** (6) (5) (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale

(FATHE2.FATHE) 09239 SL-571 (FAA) ORLANDO INTL (MCO)

# FATHE TWO DEPARTURE (RNAV)

ORLANDO, FLORIDA

SE-3, 17 DEC 2009 to 14, IAN 2010

V

# DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to FATHE. Thence.... TAKE-OFF RWY 17R: Climb heading 184° to 597, then left turn direct TOLLZ.

then via depicted route to FATHE. Thence.... TAKE-OFF RWY 18L: Climb heading 184° to 597, then left turn direct TOLLZ,

then via depicted route to FATHE. Thence....

TAKE-OFF RWY 18R: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to FATHE. Thence....

TAKE-OFF RWY 35L: Climb heading 004° to 597, then right turn direct to cross

MDUSA at or above 2600, then via depicted route to FATHE. Thence.... TAKE-OFF RWY 35R: Climb heading 004° to 597, then right turn direct to cross MDUSA at or above 2600, then via depicted route to FATHE. Thence....

TAKE-OFF RWY 36R: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to FATHE. Thence.... TAKE-OFF RWY 36L: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to FATHE. Thence....

.... Expect further clearance to filed altitude within 10 minutes after departure.

# SAVANNAH TRANSITION (FATHE2.SAV):

#### TAKE-OFF OBSTACLE NOTES: Rwy 17L: Multiple trees beginning 1,073' from DER, 23' left of centerline, up to 84'

AGL/151' MSL. Rwy 17R: Tree 1,784' from DER, 965' right of centerline, 74' AGL/138' MSL.

Rwy 35R: Multiple trees beginning 2,164' from DER, 5' right of centerline, up to 89'

AGL/187' MSL. Multiple trees beginning 2,596' from DER, 4' left of centerline, up to 89' AGL/172' MSL. Rwy 35L: Light and bush beginning 134' from DER, 456' left of centerline, up to 84'

AGL/129' MSL.

Rwy 36R: Multiple trees beginning 1,365' from DER, 193' right of centerline, up to 94' AGL/153' MSL. Light on sign 1,063' from DER, 726' left of centerline, 94'

AGL/123' MSL. Rwy 36L: Light on sign 1,063' from DER, 775' right of centerline, 94' AGL/123' MSL.

(FSHUN2.FSHUN) 09239 SL-571 (FAA) ORLANDO INTL (MCO)**FSHUN TWO DEPARTURE (RNAV)** ORLANDO, FLORIDA ATIS DEP 120.525 **MDBOG** CLNC DEL (3)WETUS 6000 134.7 341.7 275° GND CON HAITA 121.8 275.8 8000 ORLANDO INTL TOWER (6) 118.45 (Rwys 17L-35R,17R-35L) 253.5 SPEKK 124.3 (Rwys 18L-36R, 18R-36L) 253.5 3000 ORLANDO DEP CON 124.8 307.0 200 DAIYL TRPIC 2300 WOKOR 10000 2300 597 597-NOTE: Cross MDBOG at or above 6000, ATC climb of 424' per NM to 6000. NOTE: Cross HALTA at or below 8000, ATC climb of 332' per NM to 8000. 597-NOTE: Cross TRPIC at or above 10000, ATC climb of 342' NM to 10000. YASUL NOTE: Cross FSHUN at or above 12000, departing 3000 597 Rwys 17L, 17R, 18L, 36R ATC climb of 348' per NM to 12000. JIGBI TAKE-OFF MINIMUMS: MANLE Rwy 17L, 17R, 18L, 18R, 35L, 35R, 36L, 36R, 8000 Standard with the following ATC climb rates: Rwy 17L: ATC climb of 552' per NM to 3000. Rwy 17R: ATC climb of 672' per NM to 3000. Rwy 18L: ATC climb of 701' per NM to 3000. Rwy 18R: ATC climb of 708' per NM to 3000. Rwy 35R: ATC climb of 500' per NM to 2300. Rwy 35L: ATC climb of 500' per NM to 2300. Rwy 36R: ATC climb of 560' per NM to 2300. Rwy 36L: ATC climb of 554' per NM to 2300. **FSHUN** 12000 NOTE: RNAV 1. NOTE: RADAR Required. NOTE: DME/DME/IRU or GPS Required. SHFTY NOTE: For Turbojet aircraft only. (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14, IAN 2010

## V

### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 184° to 597, then right turn direct to cross YASUL at or above 3000, then via depicted route to FSHUN. Thence....

TAKE-OFF RWY 17R: Climb heading 184° to 597, then right turn direct to cross YASUL at or above 3000, then via depicted route to FSHUN. Thence....

TAKE-OFF RWY 18L: Climb heading 184° to 597, then right turn direct to cross YASUL at or above 3000, then via depicted route to FSHUN. Thence....

TAKE-OFF RWY 18R: Climb heading 184° to 597, then right turn direct to cross YASUL at or above 3000, then via depicted route to FSHUN. Thence....

TAKE-OFF RWY 35L: Climb heading 004° to 597, then left turn direct to cross DAIYL at or above 2300, then via depicted route to FSHUN. Thence.... TAKE-OFF RWY 35R: Climb heading 004° to 597, then left turn direct to cross DAIYL at or above 2300, then via depicted route to FSHUN. Thence....

TAKE-OFF RWY 36R: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to FSHUN. Thence.... TAKE-OFF RWY 36L: Climb heading 004° to 597, then right turn direct to cross

WOKOR at or above 2300, then via depicted route to FSHUN. Thence.... .... Expect further clearance to filed altitude within 10 minutes after departure.

# SHFTY TRANSITION (FSHUN2.SHFTY):

#### TAKE-OFF OBSTACLE NOTES:

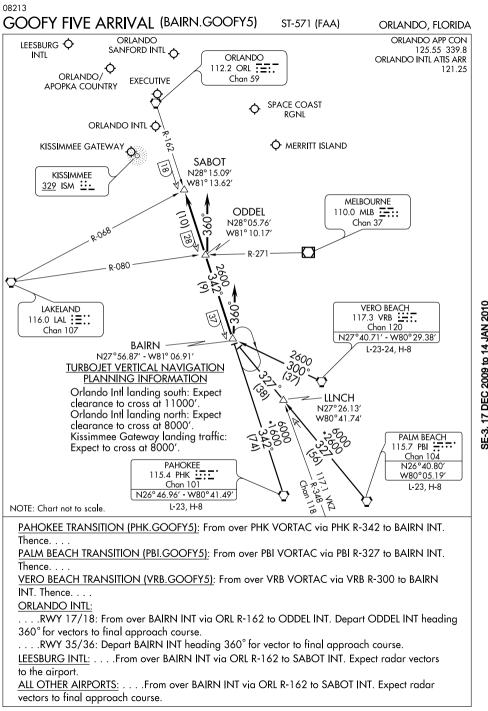
Rwy 17L: Multiple trees beginning 1073' from DER, 23' left of centerline, up to 84' AGL/151' MSL. Rwy 17R: Tree 1784' from DER, 965' right of centerline, 74' AGL/138' MSL.

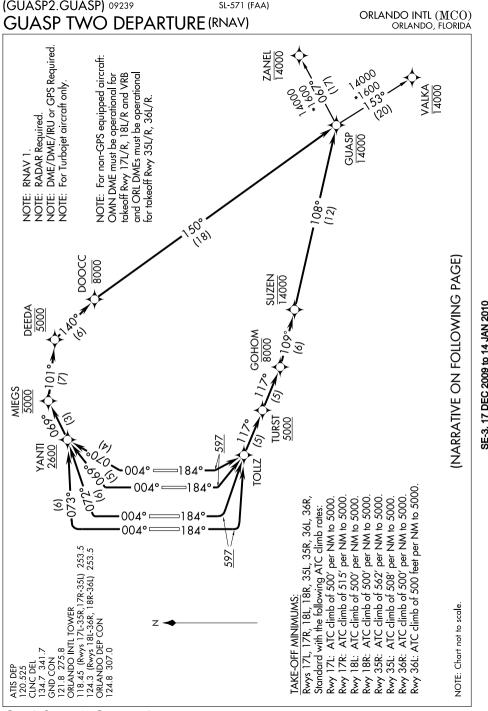
Rwy 35R: Multiple trees beginning 2164' from DER, 5' right of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2596' from DER, 4' left of centerline,

up to 89' AGL/172' MSL. Rwy 35L: Light and bush beginning 134' from DER, 456' left of centerline, up to 84'

AGL/129' MSL. Rwy 36R: Multiple trees beginning 1365' from DER, 193' right of centerline, up to

94' AGL/153' MSL. Light on sign 1063' from DER, 726' left of centerline, 94' AGL/123' MSL. Rwy 36L: Light on sign 1063' from DER, 775' right of centerline, 94' AGL/123' MSL.





#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 184° to 597, then left turn direct TOLLZ,

then via depicted route to GUASP. Thence.... TAKE-OFF RWY 17R: Climb heading 184° to 597, then left turn direct TOLLZ,

then via depicted route to GUASP. Thence.... TAKE-OFF RWY 18L: Climb heading 184° to 597, then left turn direct TOLLZ,

then via depicted route to GUASP. Thence....

TAKE-OFF RWY 18R: Climb heading 184° to 597, then left turn direct TOLLZ,

then via depicted route to GUASP. Thence.... TAKE-OFF RWY 35L: Climb heading 004° to intercept the 069° course to cross YANTI at or above 2600, then right turn direct MIEGS, then via depicted route to

GUASP. Thence.... TAKE-OFF RWY 35R: Climb heading 004° to intercept the 070° course to cross

YANTI at or above 2600, then right turn direct MIEGS, then via depicted route to GUASP. Thence....

TAKE-OFF RWY 36R: Climb heading 004° to intercept the 072° course to cross YANTI at or above 2600, then right turn direct MIEGS, then via depicted route to

TAKE-OFF RWY 36L: Climb heading 004° to intercept the 073° course to cross YANTI at or above 2600, then right turn direct MIEGS, then via depicted route to GUASP. Thence....

.... Via assigned transition. Expect further clearance to filed altitude within 10 minutes after departure.

#### VALKA TRANSITION (GUASP2.VALKA): ZANEL TRANSITION (GUASP2.ZANEL):

#### TAKE-OFF OBSTACLE NOTES:

GUASP. Thence....

Rwy 17L: Multiple trees beginning 1073' from DER, 23' left of centerline, up to 84' AGL/151' MSL.

Rwy 17R: Tree 1,784' from DER, 965' right of centerline, 74' AGL/138' MSL.

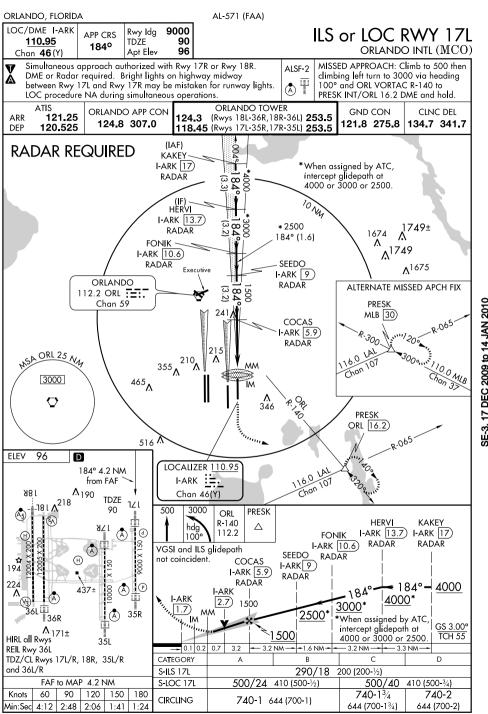
Rwy 35R: Multiple trees beginning 2,164' from DER, 5' right of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2,596' from DER, 4' left of centerline, up to 89' AGL/172' MSL.

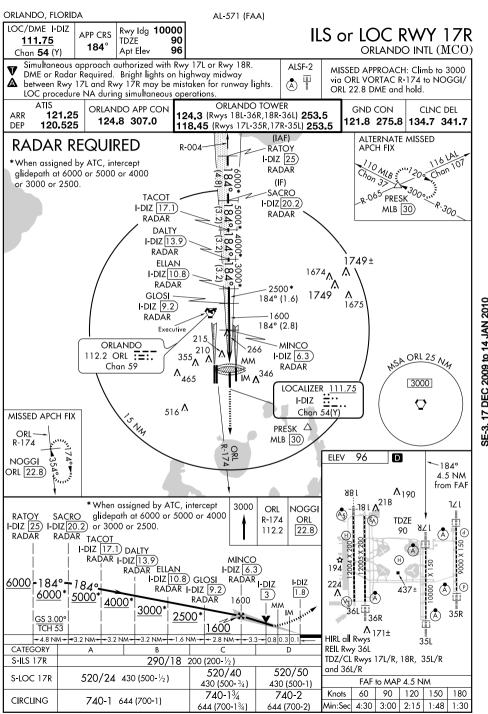
Rwy 35L: Light and bush beginning 134' from DER, 456' left of centerline, up to 84' AGL/129' MSL.

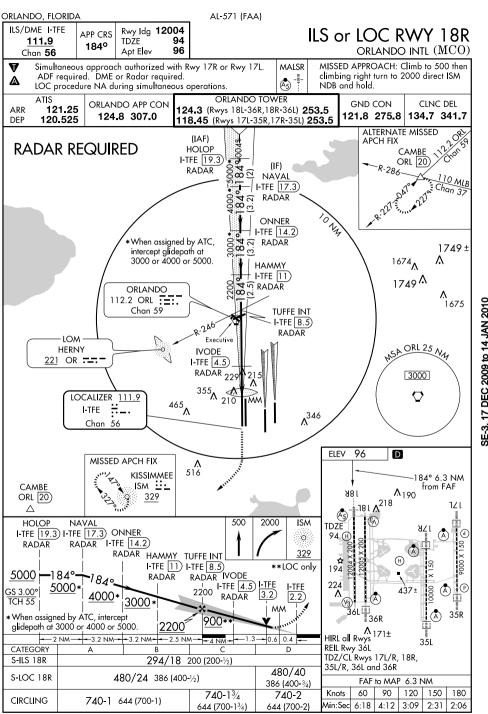
Rwy 36R: Multiple trees beginning 1,365' from DER, 193' right of centerline, up to

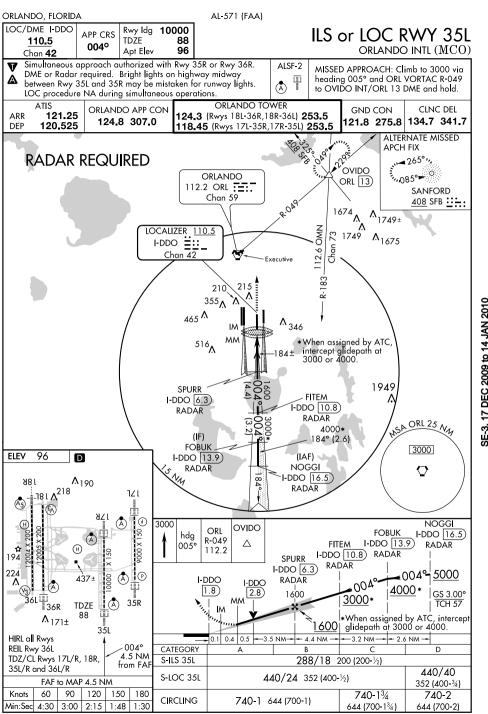
94' AGL/153' MSL. Light on sign 1,063' from DER, 726' left of centerline, 94' AGL/123' MSL.

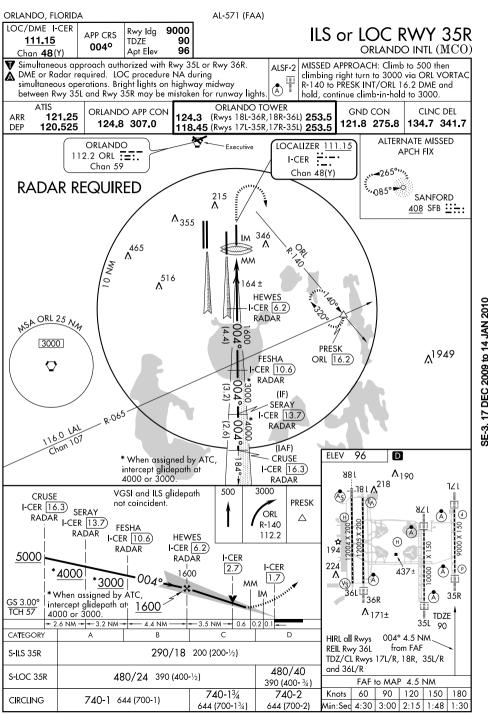
Rwy 36L: Light on sign 1,063' from DER, 775' right of centerline, 94' AGL/123' MSL.

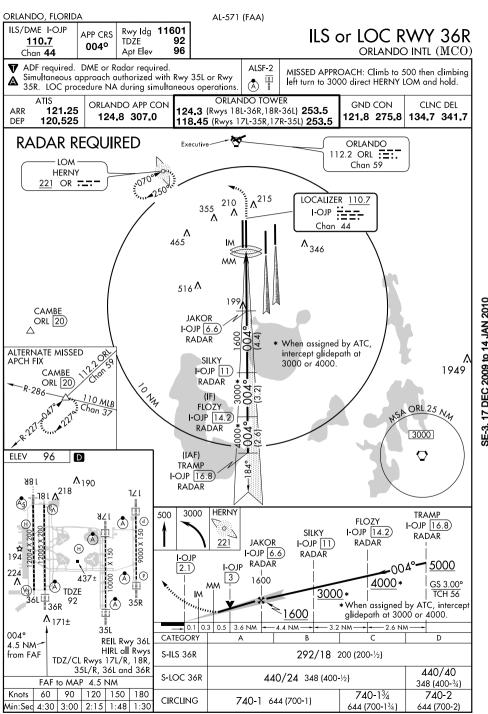


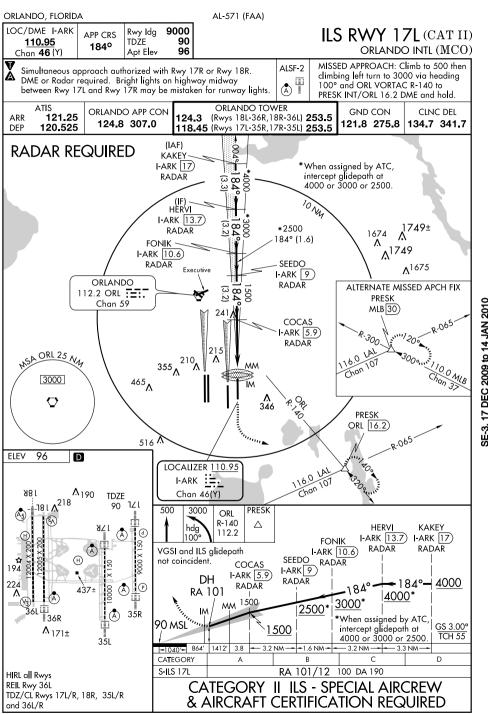


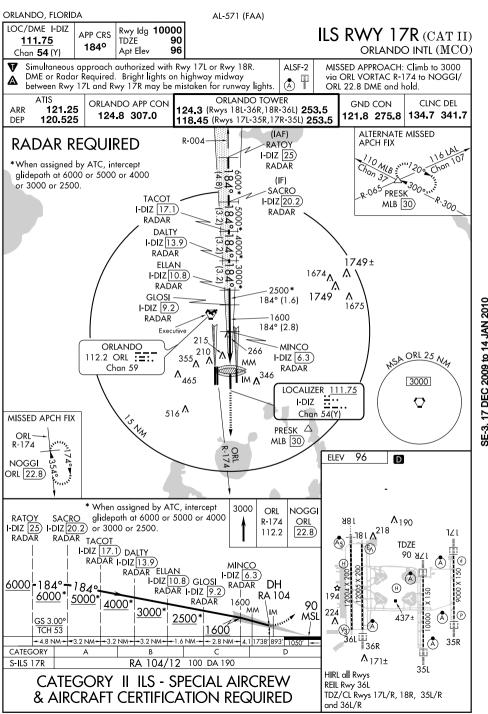


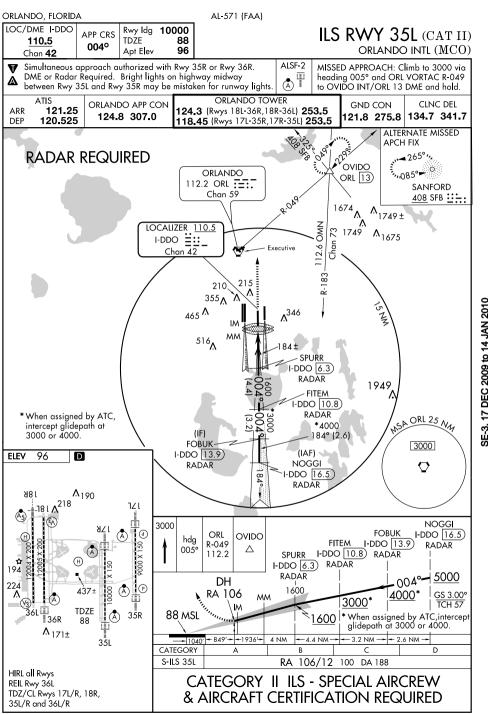


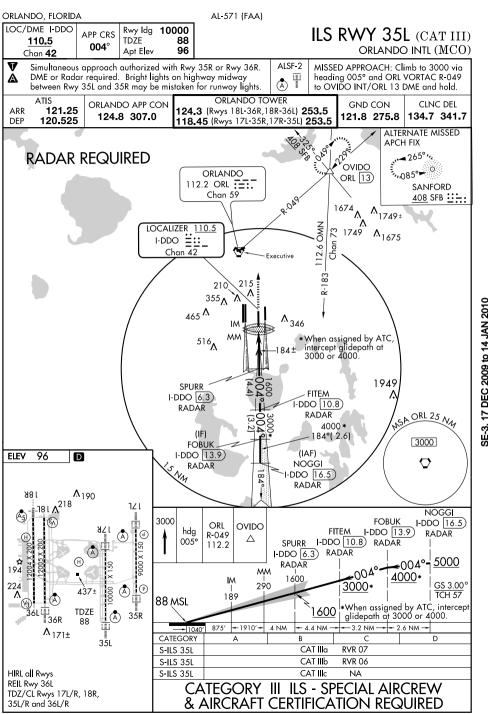


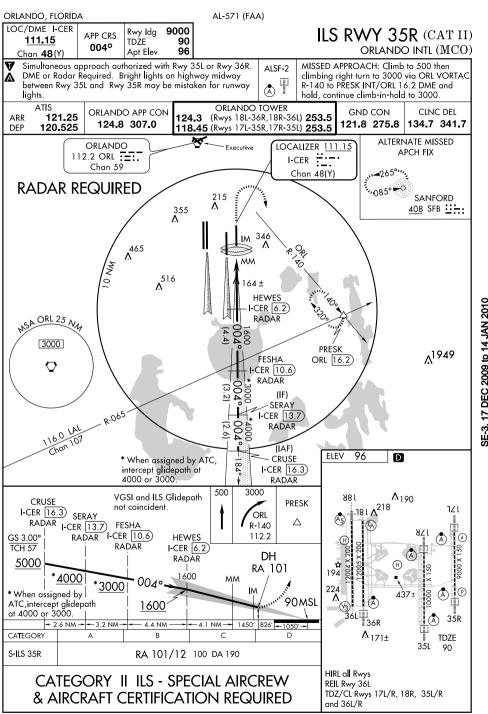


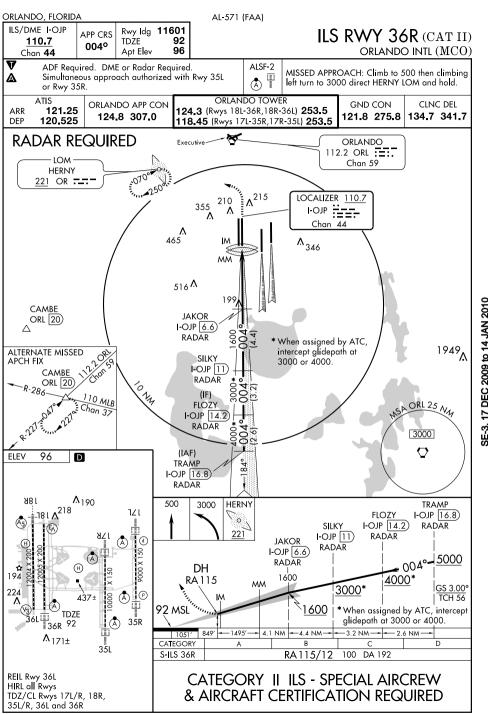


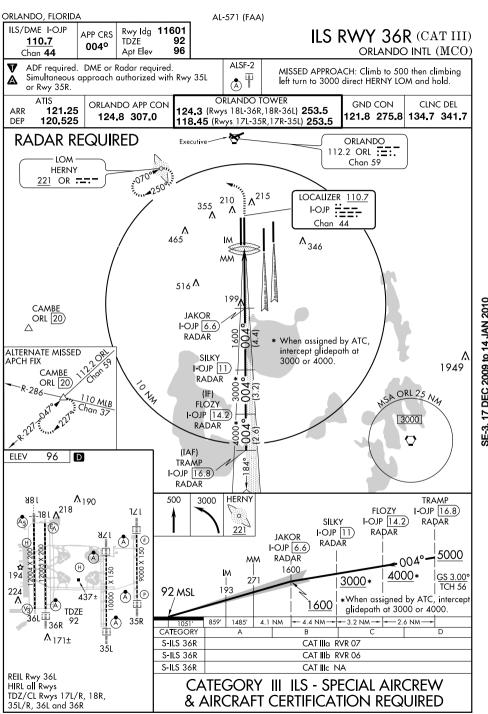












(JAG3.OKL) 08213 SL-571 (FAA) ORLANDO INTL (MCO)JAGUAR THREE DEPARTURE ORLANDO, FLORIDA COLLIERS ATIS DEP 113.9 IRQ :--120.525 CLNC DEL Chan 86 134.7 341.7 N33°42.44′-W82°09.72 GND CON L-24, H-9-12 121.8 275.8 ORLANDO INTL TOWER 118.45 (Rwys 17L-35R,17R-35L) 253.5 DUBLIN 124.3 (Rwys 18L-36R, 18R-36L) 253.5 113.1 DBN **Ξ∷**∙ Chan 78 N32°33.81′-W82°49.80′ L-18-24, H-9-12 R-262 DUNKN N31° 58.70′ SAVANNAH NOWAY W81° 57.93′ 115.95 SAV ::-\_ N31° 12.39′ Chan 106 (Y) W81° 44.94′ **CHESN** N30°50.36′ W81°48.11 BRUNSWICK ALMA 109.8 SSI ::: SE-3, 17 DEC 2009 to 14, IAN 2010 115.1 AMG ==. Chan 35 Chan 98 N31°32.19′-W82°30.48′ L-24, H-9-12 YULEE CRAIG N30°42.87′ 114.5 CRG ----W81° 49.18′ Chan 92 TAYLOR 112.9 TAY --Chan 76 MATEO CECIL N29°46.01′ TAKEOFF MINIMUMS: W81° 27.21′ 117.9 VQQ ===== Rwys 18L, 18R, 17L, 17R, 35L, 36L, 36R Standard. N30°12.78′-W81°53.46′ ORMOND BEACH R-088 Rwy 35R, 300-1 or Standard 112.6 OMN == 74 with minimum climb of 340 feet Chan 73 per NM to 400. (40) Note: Rwys 35L, 35R, 36L, 36R require GATORS an ATC climb gradient of 600 feet 116.2 GNV = per NM to 2800 Feet. If unable to Chan 109 accept this ATC climb gradient, advise **GUANO** ATC on initial contact. N29°05.98′ W81° 23.32′ TAKEOFF OBSTACLE NOTES: NOTE: Rwy 17L, Numerous trees from 3000 3000 1080 feet to 1725 feet from DER, from 600 feet to 740 feet left of centerline, from 44 feet AGL/134 feet MSL to 53 feet AGL/143 feet R-270 R-090 ORLANDO NOTE: Rwy 35R, Tree 2225 feet from DER, 730 feet right of centerline, 94 feet AGL/184 112.2 ORL :=:. ORL 2 Chan 59 feet MSL. N28°32.56′-W81°20.10′ 2600 NOTE: Turbojets only. 2300 NOTE: DME required. (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

(JAG3.ORL) 03359 SL-5/1 (FAA) ORLANDO INTL (MCO) JAGUAR THREE DEPARTURE ORLANDO, FLORIDA

DEPARTURE ROUTE DESCRIPTION

TAKE OFF RUNWAYS 17L, 17R, 18L, 18R: Climb on heading as assigned. Thence....

V

TAKE OFF RUNWAYS 35L, 35R: Climb on heading as assigned, cross ORL

R-115 at or above 2600 feet, cross ORL VORTAC R-090 or R-270 at or above 3000 feet. Thence....

TAKE OFF RUNWAYS 36L/R: Climb on heading as assigned, cross the 2

DME south of the ORL VORTAC at or above 2300 feet, cross ORL VORTAC R-090 or R-270 at or above 3000 feet. Thence.... All aircraft maintain 5000 feet for vectors to appropriate transition. Expect

clearance to filed altitude ten (10) minutes after departure.

ALMA TRANSITION (JAG3.AMG): From over ORL VORTAC via ORL

R-355 to MATEO INT, then via VQQ R-142 to VQQ VOR, then via VQQ R-010 to YULEE INT and AMG R-144 to the AMG VORTAC. Thence as filed. COLLIERS TRANSITION (JAG3.IRQ): From over ORL VORTAC via ORL

R-355 to MATEO INT, then via VQQ R-142 to VQQ VOR, then via VQQ

R-010 to NOWAY INT and CRG R-350 to DUNKN INT, then via IRQ R-178

to IRQ VORTAC. Thence as filed. DUBLIN TRANSITION (JAG3.DBN): From over ORL VORTAC via ORL

R-355 to MATEO INT, then via VQQ R-142 to VQQ VOR, then via VQQ R-010 to CHESN INT and DBN R-154 to the DBN VORTAC. Thence as filed.

SE-3, 17 DEC 2009 to 14, IAN 2010

(JEEMY2.JEEMY) 09239 SL-571 (FAA) ORLANDO INTL (MCO)JEEMY TWO DEPARTURE (RNAV) ORLANDO, FLORIDA ATIS DEP COLLIERS ( NOTE: Chart not to scale. 120.525 **IRQ** CLNC DEL DUBLIN 🤼 134.7 341.7 DBN ઝુ<sub>૰</sub>્ GND CON DUNKN 121.8 275.8 NOWAY ORLANDO INTL TOWER 2100 11/01 118.45 (Rwys 17L-35R,17R-35L) 253.5 124.3 (Rwys 18L-36R, 18R-36L) 253.5 ORLANDO DEP CON 18000 124.8 307.0 \*1800 AIMA **CHESN AMG** 1611 NOTE: RNAV 1. <u>@</u> NOTE: RADAR Required. YULEE NOTE: DME/DME/IRU or GPS Required. NOTE: For Turboiet aircraft only. NOTE: For non-GPS equipped aircraft: OMN DME must be operational for takeoff Rwy 36L, 36R; VRB DME must be operational for takeoff Rwy 35L, 35R. **CECIL** VQQ MATEO NOTE: Cross SHREK at or above 11000, ATC climb of 279 feet per NM to 11000. NOTE: Cross JEEMY at or above 15000, SE-3, 17 DEC 2009 to 14, IAN 2010 departing Rwys 35L/R, 36L/R ATC climb of 440 feet per NM to 15000. **GUANO JEEMY** 15000 DRFWW 12000 **FUTSY** 8000 HONID **SHREK** 7000 11000 **SPEKK JIRAN** 3000 3000 WOKOR **MDUSA** 2300 TAKE-OFF MINIMUMS: 2600 Rwy 17L, 17R, 18L, 18R, 35L, 35R, 36L, 36R, 597 Standard with the following ATC climb rates: 597 Rwy 17L: ATC climb of 500' per NM to 5000. Rwy 17R: ATC climb of 500' per NM to 5000. Rwy 18L: ATC climb of 500' per NM to 5000. Rwy 18R: ATC climb of 500' per NM to 5000. Rwy 35R: ATC climb of 548' per NM to 2600. Rwy 35L: ATC climb of 500' per NM to 2600. 597 Rwy 36R: ATC climb of 560' per NM to 2300. NOLLE SOGAE 597 Rwy 36L: ATC climb of 554' per NM to 2300. (2) 5000 (6) 8000 **YASUL** (NARRATIVE ON FOLLOWING PAGE)

#### V

#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 184° to 597, then right turn direct YASUL,

then via depicted route to JEEMY. Thence.... TAKE-OFF RWY 17R: Climb heading 184° to 597, then right turn direct YASUL,

then via depicted route to JEEMY. Thence....

TAKE-OFF RWY 18L: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to JEEMY. Thence....

TAKE-OFF RWY 18R: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to JEEMY. Thence....

TAKE-OFF RWY 35L: Climb heading 004° to 597, then right turn direct to cross MDUSA at or above 2600, then via depicted route to JEEMY. Thence....

TAKE-OFF RWY 35R: Climb heading 004° to 597, then right turn direct to cross MDUSA at or above 2600, then via depicted route to JEEMY. Thence....

TAKE-OFF RWY 36R: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to JEEMY. Thence....

TAKE-OFF RWY 36L: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to JEEMY. Thence....

.... Via assigned transition. Expect further clearance to filed altitude within 10 minutes after departure.

ALMA TRANSITION (JEEMY2.AMG):

COLLIERS TRANSITION (JEEMY2.IRQ): DUBLIN TRANSITION (JEEMY2.DBN):

YULEE TRANSITION (JEEMY2.YULEE):

#### TAKE-OFF OBSTACLE NOTES:

Rwy 17L: Multiple trees beginning 1073' from DER, 23' left of centerline, up to 84' AGL/151' MSL.

Rwy 17R: Tree 1,784' from DER, 965' right of centerline, 74' AGL/138' MSL.

Rwy 35R: Multiple trees beginning 2164' from DER, 5' right of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2596' from DER, 4' left of centerline, up to 89' AGL/172' MSL.

Rwy 35L: Light and bush beginning 134' from DER, 456' left of centerline, up to 84' AGL/129' MSL.

Rwy 36R: Multiple trees beginning 1365' from DER, 193' right of centerline, up to

94' AGL/153' MSL. Light on sign 1063' from DER, 726' left of centerline, 94' AGL/123' MSL.

Rwy 36L: Light on sign 1063' from DER, 775' right of centerline, 94' AGL/123' MSL.

LEESE TWO ARRIVAL (LEESE.LEESE2) ST-571 (FAA) ORLANDO, FLORIDA

#### ARRIVAL DESCRIPTION

ALMA TRANSITION (AMG.LEESE2): From over AMG VORTAC via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

SAVANNAH TRANSITION (SAV.LEESE2): From over SAV VORTAC via SAV R-226 to SHEMP INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT,

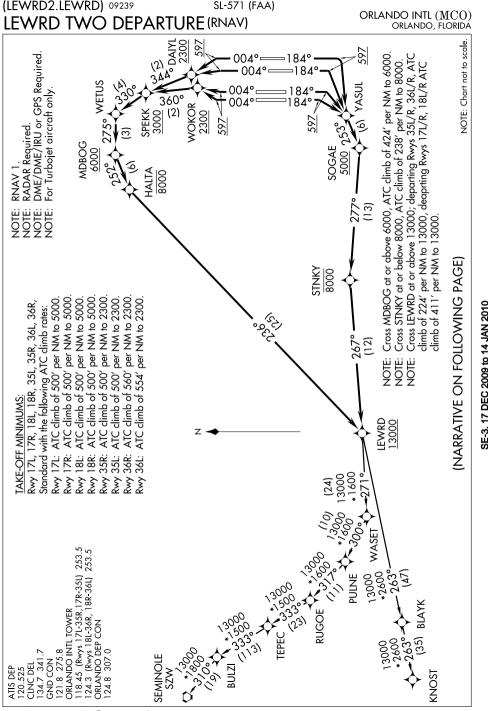
then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

VALDOSTA TRANSITION (OTK.LEESE2): From over OTK VOR/DME via OTK R-126 to UGENE INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

....From over LEESE DME via ORL R-309 to ORL VORTAC. Expect vectors to final approach course after LEESE DME.

approach course difer ELESE DIME.

SE-3, 17 DEC 2009 to 14 JAN 2010



#### V

#### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to LEWRD. Thence....

TAKE-OFF RWY 17R: Climb heading 184° to 597, then right turn direct YASUL. then via depicted route to LEWRD. Thence....

TAKE-OFF RWY 18L: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to LEWRD. Thence....

TAKE-OFF RWY 18R: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to LEWRD. Thence.... TAKE-OFF RWY 35L: Climb heading 004° to 597, then left turn direct to cross

DAIYL at or above 2300, then via depicted route to LEWRD. Thence.... TAKE-OFF RWY 35R: Climb heading 004° to 597, then left turn direct to cross

DAIYL at or above 2300, then via depicted route to LEWRD. Thence.... TAKE-OFF RWY 36R: Climb heading 004° to 597, then right turn direct to cross

WOKOR at or above 2300, then via depicted route to LEWRD. Thence.... TAKE-OFF RWY 36L: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to LEWRD. Thence....

.... Via assigned transition. Expect further clearance to filed altitude within 10 minutes after departure.

#### KNOST TRANSITION (LEWRD2.KNOST): SEMINOLE TRANSITION (LEWRD2.SZW):

#### TAKE-OFF OBSTACLE NOTES:

Rwy 17L: Multiple trees beginning 1073' from DER, 23' left of centerline, up to 84' AGL/151' MSL.

Rwy 17R: Tree 1784' from DER, 965' right of centerline, 74' AGL/138' MSL. Rwy 35R: Multiple trees beginning 2164' from DER, 5' right of centerline, up to 89'

AGL/187' MSL. Multiple trees beginning 2596' from DER, 4' left of centerline, up to 89' AGL/172' MSL.

AGL/129' MSL. Rwy 36R: Multiple trees beginning 1365' from DER, 193' right of centerline, up to

Rwy 35L: Light and bush beginning 134' from DER, 456' left of centerline, up to 84'

94' AGL/153' MSL. Light on sign 1063' from DER, 726' left of centerline, 94' AGL/123' MSL.

Rwy 36L: Light on sign 1063' from DER, 775' right of centerline, 94' AGL/123' MSL.

(MCOY9.ORL) 07298 ORLANDO INTL (MCO) MCCOY NINE DEPARTURE SL-571 (FAA) ORLANDO, FLORIDÁ ATIS DEP 120.525 SAVANNAH 115.95 SAV :∷\_ CLNC DEL 134.7 341.7 Chan 106 (Y) GND CON N32°08.78′-W81°11.95′ 121.8 275.8 L-24. H-9-12 ORLANDO INTL TOWER 118.45 (Rwys 17L-35R,17R-35L) 253.5 124.3 (Rwys 18L-36R, 18R-36L) 253.5 VIYAP TAKEOFF MINIMUMS: Rwys 18L, 18R, 17L, 17R, 35L, N31° 15.14′ W81° 26.14′ 36L, 36R Standard Note: Rwy 35R, 300-1 or Standard with minimum climb of 340 feet per NM to 400. Note: Rwys 35L, 35R, 36L, 36R require an ATC climb gradient of 600 feet per NM to 2800 Feet. If unable to accept this ATC climb gradient, advise 151-55 007°-(55) ATC on initial contact. CRAIG TAKEOFF OBSTACLE NOTES: 114.5 CRG ==:. NOTE: Rwy 17L, Numerous trees from Chan 92 1080 feet to 1725 feet from DER, from 600 feet N30°20.33′-W81°30.60 SE-3, 17 DEC 2009 to 14, IAN 2010 to 740 feet left of centerline, from 44 feet AGL/134 feet MSL to 53 feet AGL/143 feet MSL. 371 NOTE: Rwy 35R, Tree 2225 feet from DER, 730 feet right of centerline, 94 feet AGL/184 feet MSL. ORMOND BEACH 112.6 OMN == Chan 73 **GUANO** N29°05.98′ W81° 23.32′ 3000 3000 R-270 **ORLANDO** 112.2 ORL :::. ORL 2 Chan 59 N28°32.56′-W81°20.10′ 2300 2600 NOTE: Turbojets only. NOTE: DME required. (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.

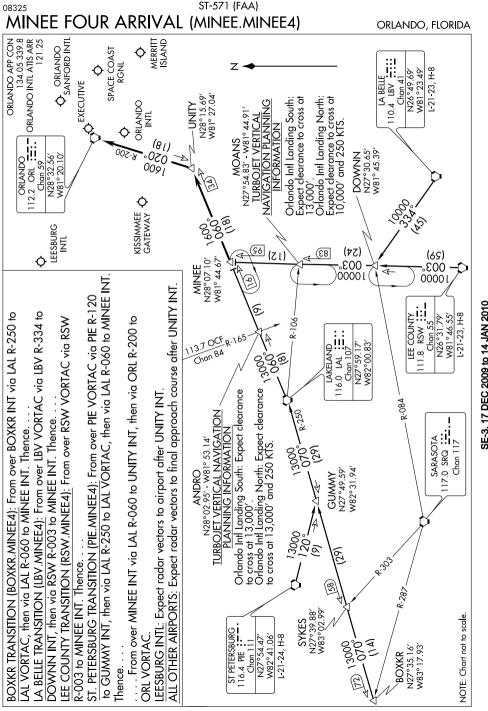
(MCO 1 9. OKL) 03339 SL-571 (FAA) ORLANDO INTL (MCO) MCCOY NINE DEPARTURE ORLANDO, FLORIDÁ V DEPARTURE ROUTE DESCRIPTION TAKE OFF RUNWAYS 17L, 17R, 18L, 18R: Climb on heading as assigned. Thence.... TAKE OFF RUNWAYS 35L, 35R: Climb on heading as assigned, cross ORL R-115 at or above 2600 feet, cross ORL VORTAC R-090 or R-270 at or above 3000 feet. Thence.... TAKE OFF RUNWAYS 36L/R: Climb on heading as assigned, cross 2 DME south of the ORL VORTAC at or above 2300 feet, cross ORL VORTAC R-090 or R-270 radial at or above 3000 feet. Thence.... All aircraft maintain 5000 feet, expect vectors to the Savannah transition. Expect further clearance to filed altitude ten (10) minutes after departure.

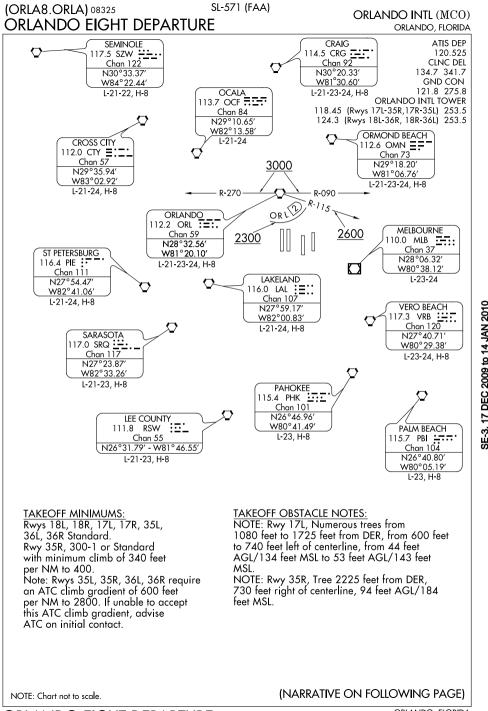
SAVANNAH TRANSITION (MCOY9.SAV): From over ORL VORTAC via ORL

to SAV VORTAC. Thence as filed

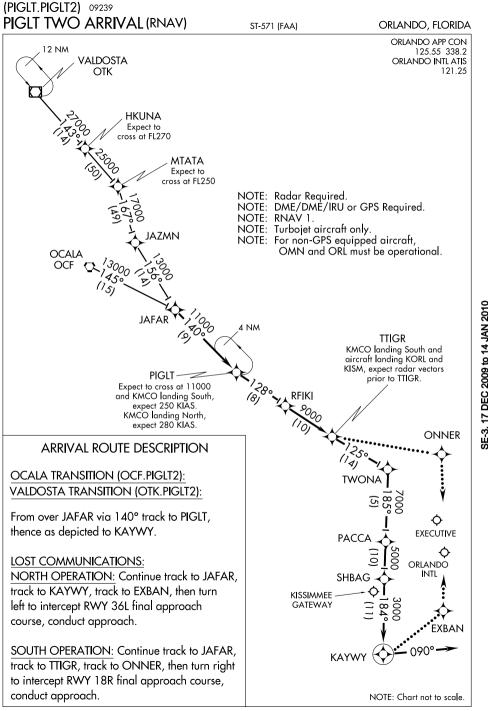
R-355 and CRG R-178 to CRG VORTAC, then via CRG R-007 and SAV R-199

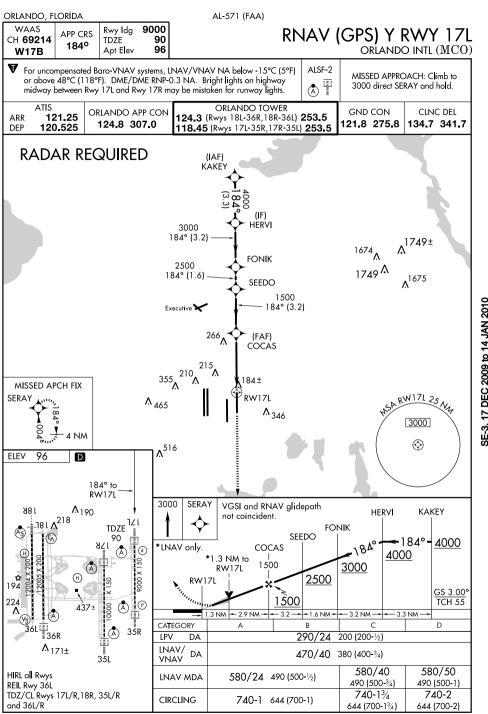
SE-3, 17 DEC 2009 to 14 JAN 2010

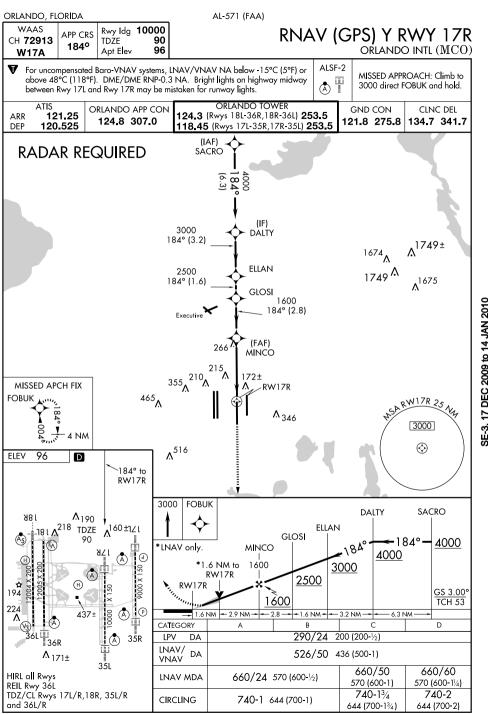




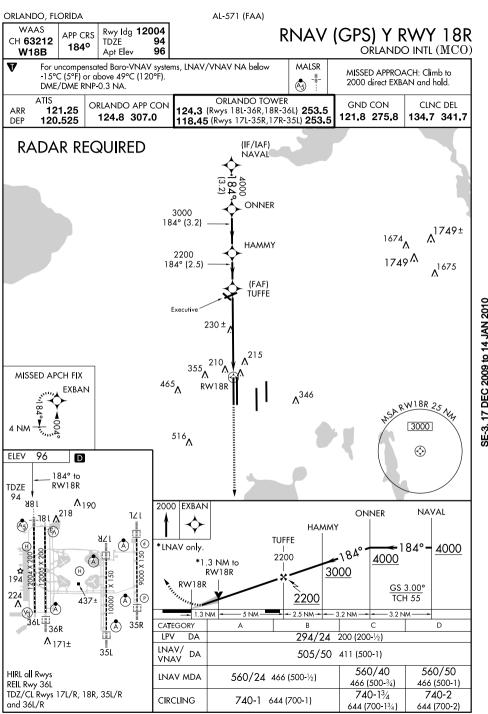
(ORLA8.ORLA) 03359 SL-571 (FAA) ORLANDO INTL (MCO) ORLANDO EIGHT DEPARTURE ORLANDO, FLORIDÁ DEPARTURE ROUTE DESCRIPTION V TAKE OFF RUNWAYS 17L, 17R, 18L, 18R: Climb on heading as assigned for vectors to filed/assigned route. Thence.... TAKE OFF RUNWAYS 35L, 35R, 36L, 36R: Climb on heading as assigned for vectors to filed/assigned route. Cross 2 DME south of the ORL VORTAC at or above 2300 feet, cross ORL R-115 at or above 2600 feet, cross ORL VORTAC R-090 or R-270 at or above 3000 feet. Thence.... All aircraft maintain 5000 feet, Expect further clearance to filed altitude ten (10) minutes after departure. SE-3, 17 DEC 2009 to 14, IAN 2010

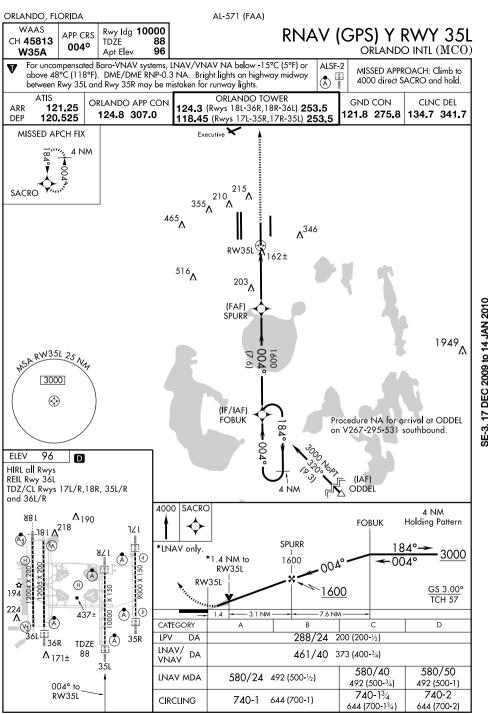


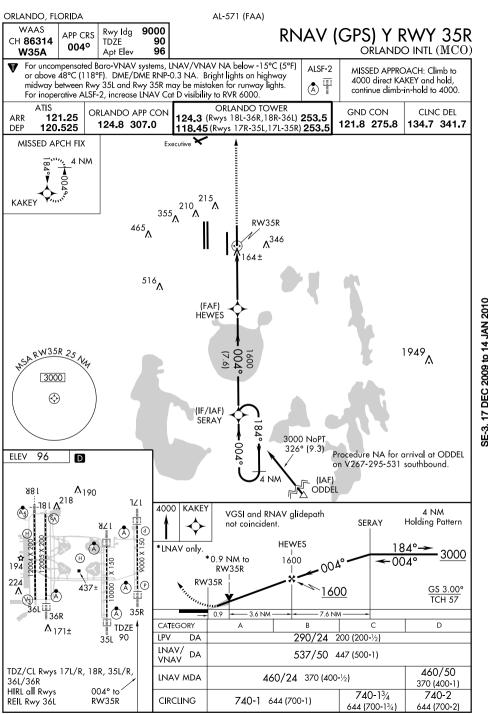


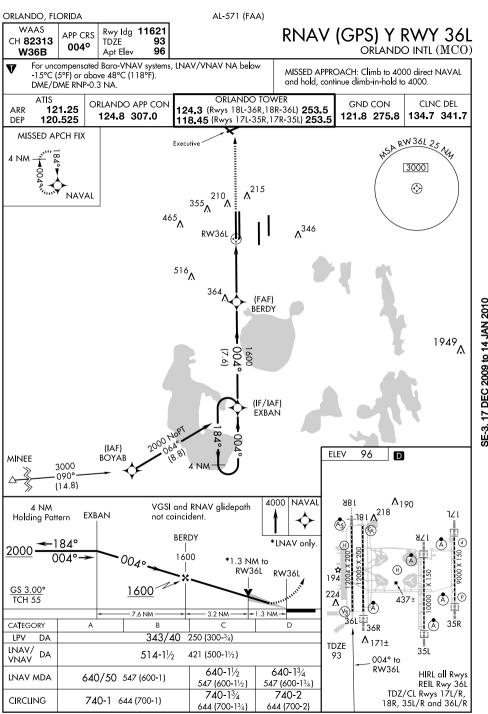


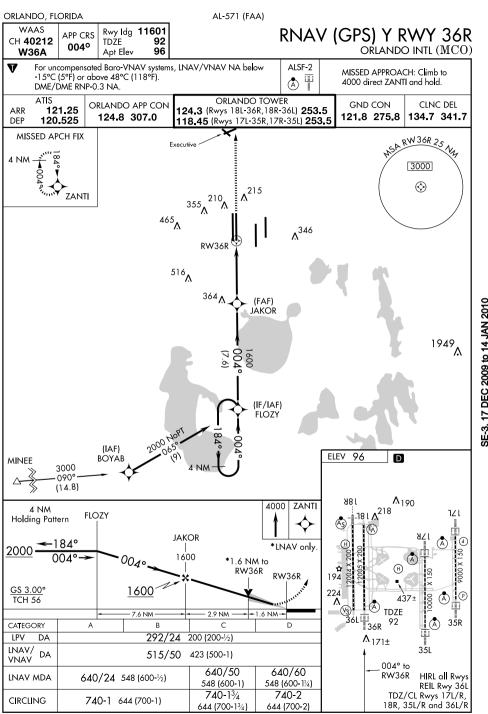
ORLANDO, FLORIDA		AL-571 (FAA)			
WAAS CH <b>66012</b> APP CRS TDZE W <b>18A</b> 184° Rwy Idg <b>120</b> TDZE Apt Elev	96 96		RNAV	(GPS) Y F	RWY 18L D INTL (MCO)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.			MISSED APPROACH: Climb to 2000 direct FLOZY and hold.		
ATIS ORLANDO APP ARR 121.25 DEP 120.525 124.8 307.	1124.3	ORLANDO TOW (Rwys 18L-36R,18F 5 (Rwys 17L-35R,17	: 36L) <b>253.5</b>	GND CON 121.8 275.8	CLNC DEL 134.7 341.7
RADAR REQUIRED  (IAF)  ZANTII  (A A B B B B B B B B B B B B B B B B B B					
	184° (3.5) 2200 184° (2.5)	GIPNE		1674/ 1749	Λ Λ <sup>1675</sup>
MISSED APCH FIX  FLOZY  A NM  CLEV 96	355 465 100 516	210 A RW18L	۸ <sup>346</sup>	MEA R	W18L 25 N <sub>M</sub> 3000
184° to RW18L  381 \ \Lambda_{190} \ \tag{218} \ \tag{121} \ \tag{36R} \ \tag{35R} \	RW18L	*LNAV only.  COBO 1 NM to 2200 RW18L	3000 2200 5 NM = 3.5 NA B 375/50	VGSI and R glidepath n	GS 3.00° TCH 55
↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	VNAV DA			109 (500-1½) 560/60	560-11/2
HIRL all Rwys REIL Rwy 36L TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R	LNAV MDA CIRCLING	560/50 40 740-1 64		740-1 <sup>3</sup> / <sub>4</sub> 644 (700-1 <sup>3</sup> / <sub>4</sub> )	740-2 644 (700-2)

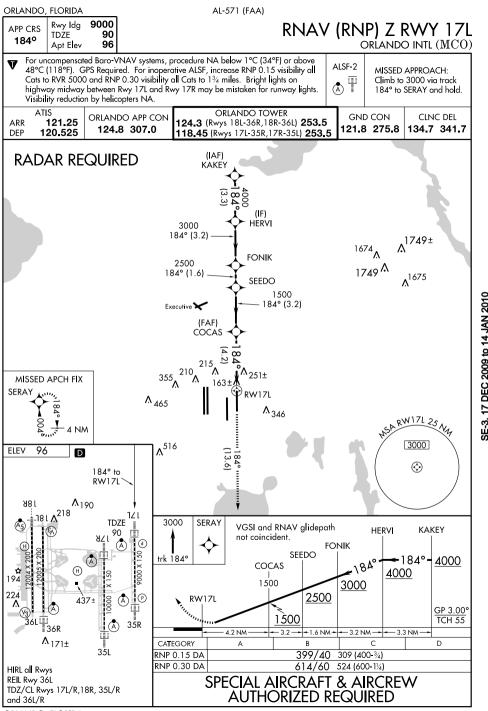


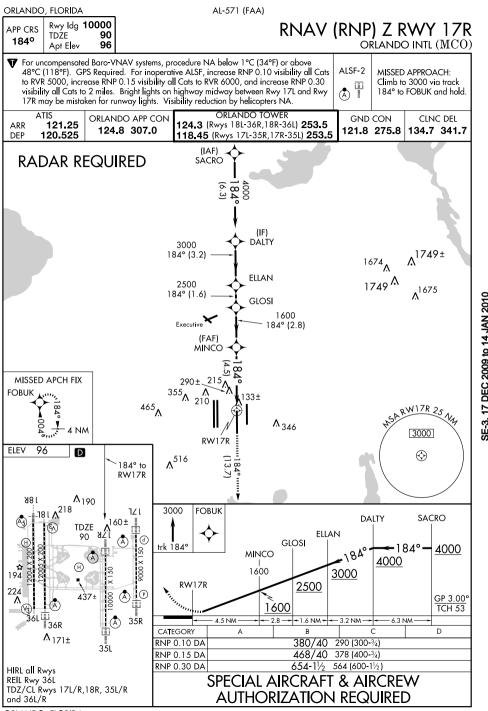


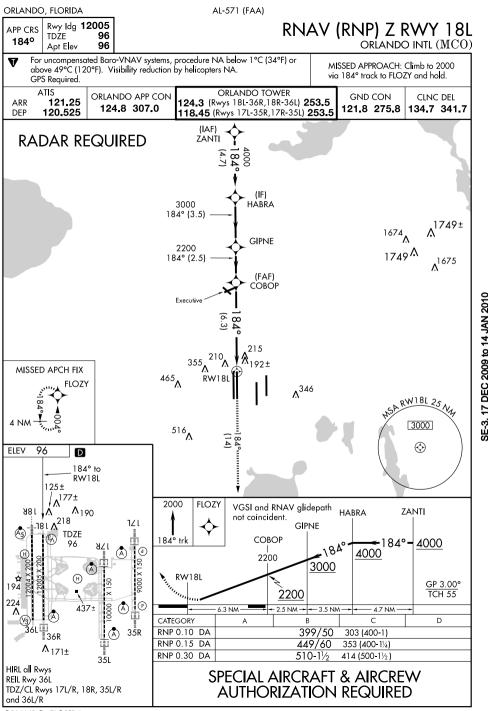


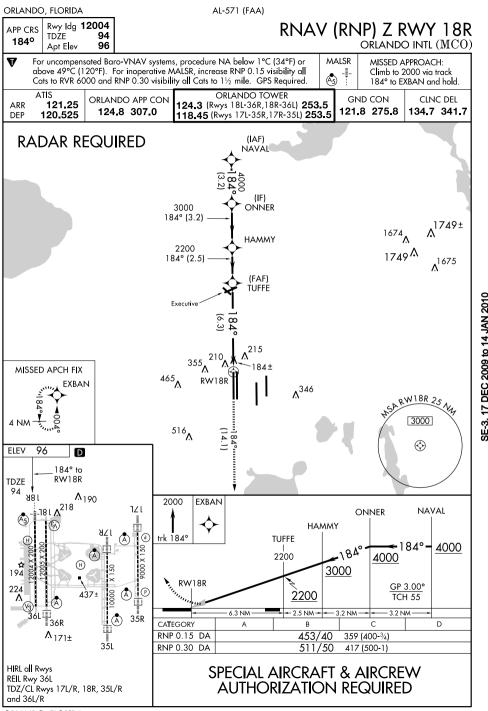


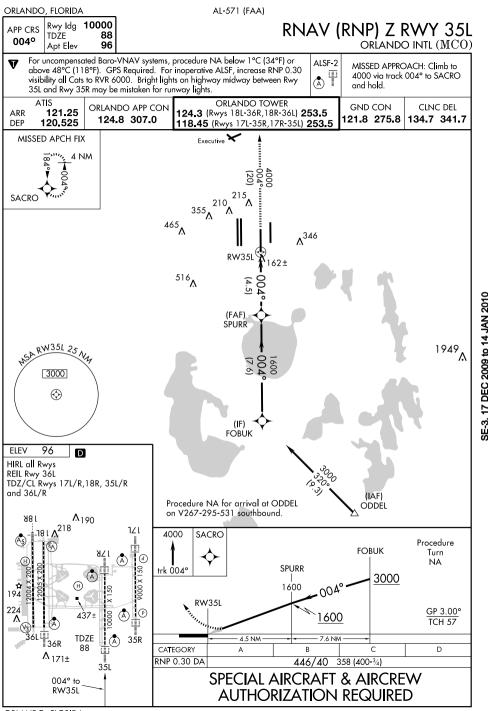


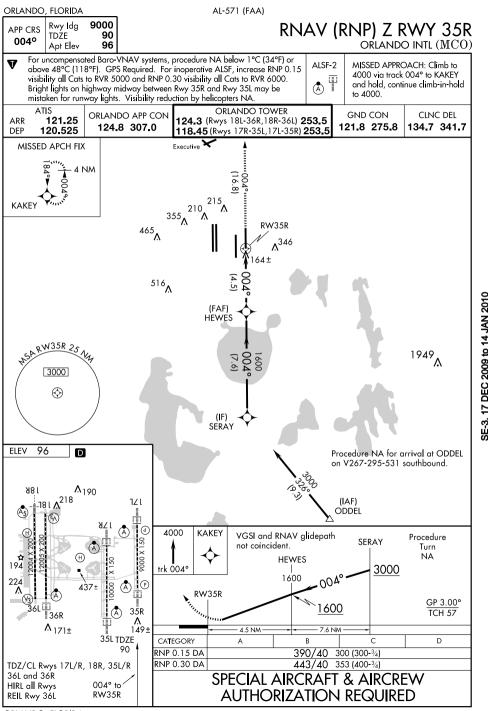


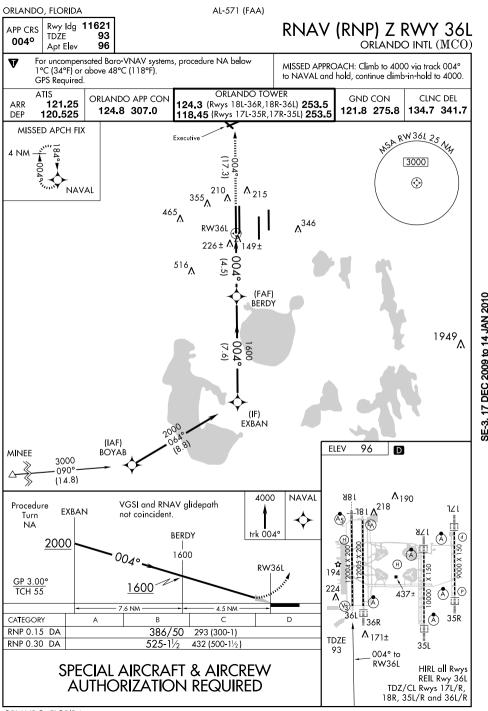


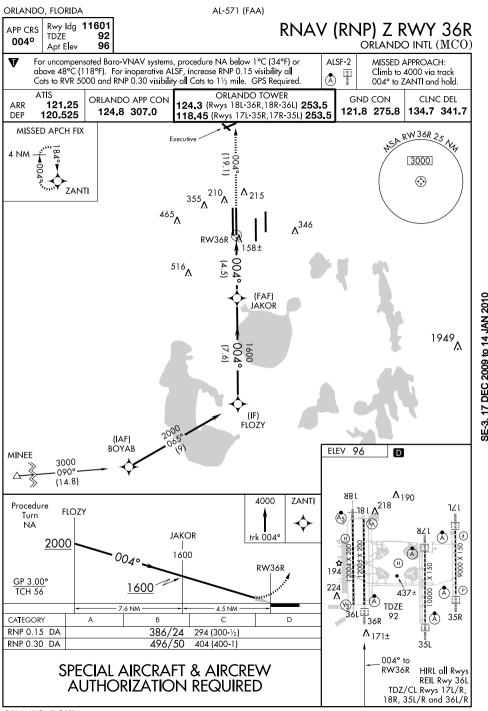


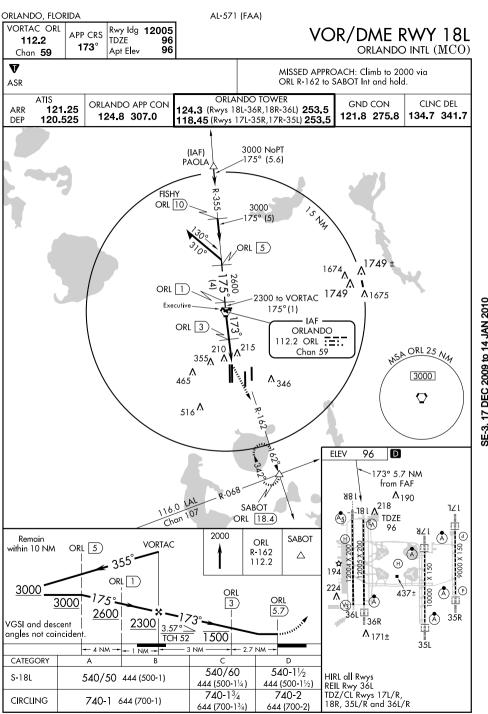


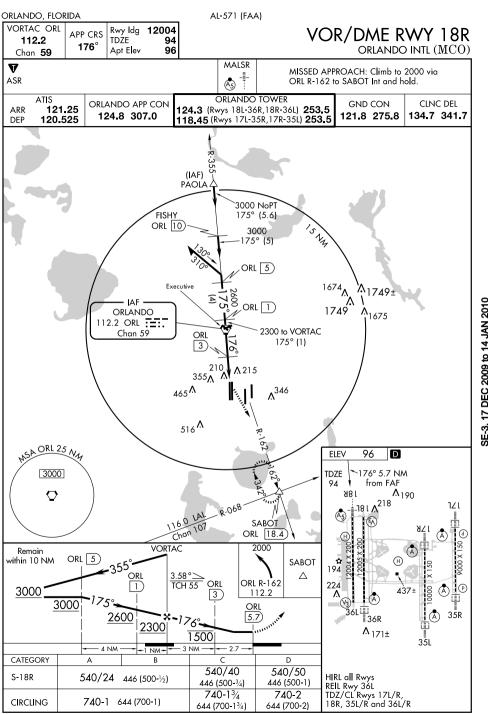


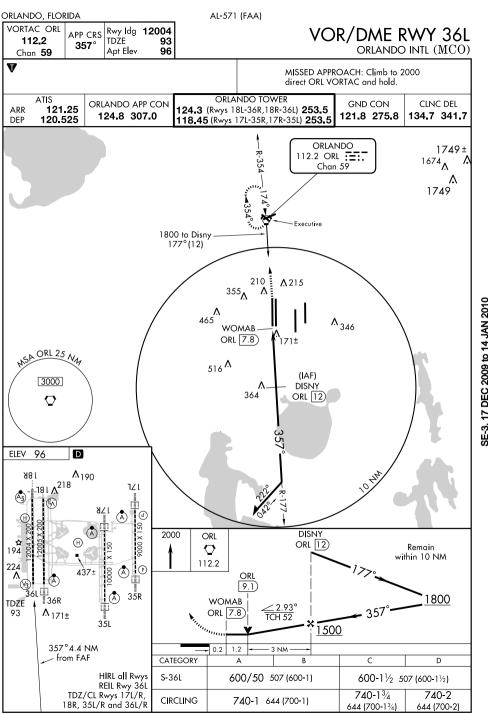


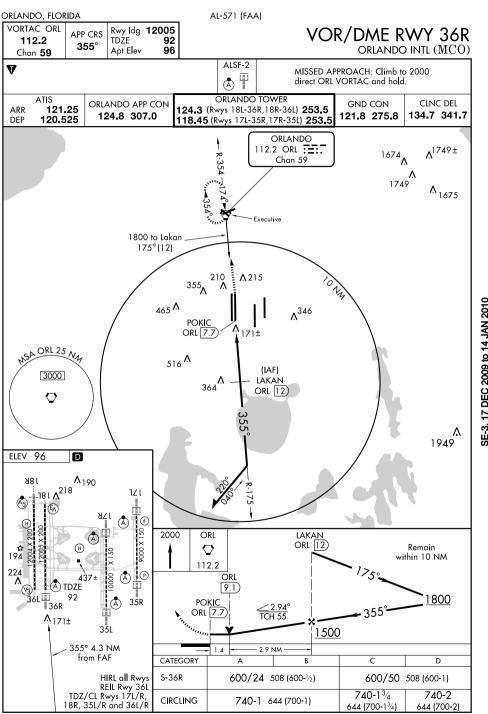


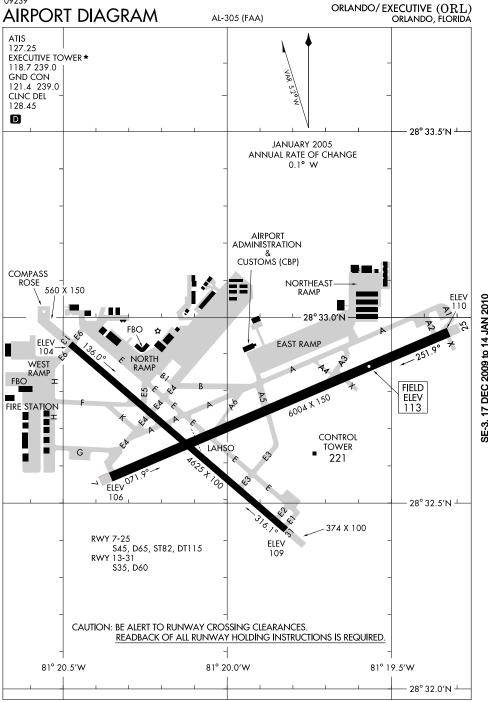












(BAIRN.BAIRN2) 09239 ST-571 (FAA) BAIRN TWO ARRIVAL (RNAV) ORLANDO, FLORIDA ORLANDO APP CON 125.55 338.2 ORLANDO ORLANDO INTL ATIS SANFORD INTL **POPYE** 121.25 LEESBURG KMCO Landing South: INTI Expect radar vectors after POPYE. NOTE: Radar Required. **SEEDC** NOTE: DME/DME/IRU or GPS Required. NOTE: RNAV 1. **EXECUTIVE** NOTE: For non-GPS equipped aircraft: PHK, RAMEZ MLB, VRB and ORL must be operational for the PBI and PHK 9 Transitions. ORLANDO INTL ( NOTE: MLB and ORL must be operational for the VRB Transition. **MICKX** NOTE: TURBOJET/TURBOPROP aircraft KISSIMMEE only. GATEWAY 1900 305° (14) NOBBS SERA' Landing KISM, KORL, KSFB, KLEE: Expect radar vectors after NOBBS. KMCO Landing North: Expect radar vectors after NOBBS. **BAIRN** 26<sub>00</sub> VERTICAL NAVIGATION PLANNING KMCO Landing South: Expect to cross at 11000. VFRO BFACH KMCO Landing North: VRB Expect to cross at 8000. Landing KISM: Expect to cross at 8000. LLNCH ARRIVAL ROUTE DESCRIPTION PAHOKEE TRANSITION (PHK.BAIRN2): PALM BEACH TRANSITION (PBI.BAIRN2): VERO BEACH TRANSITION (VRB.BAIRN2): From over BAIRN via 349° track to NOBBS, thence as depicted to POPYE. LOST COMMUNICATIONS: KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept **PAHOKEE** RWY 35R final approach course, conduct approach. PHK PALM BEACH PBI KMCO LANDING SOUTH: Continue track to POPYE, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach. NOTE: Chart not to scale.

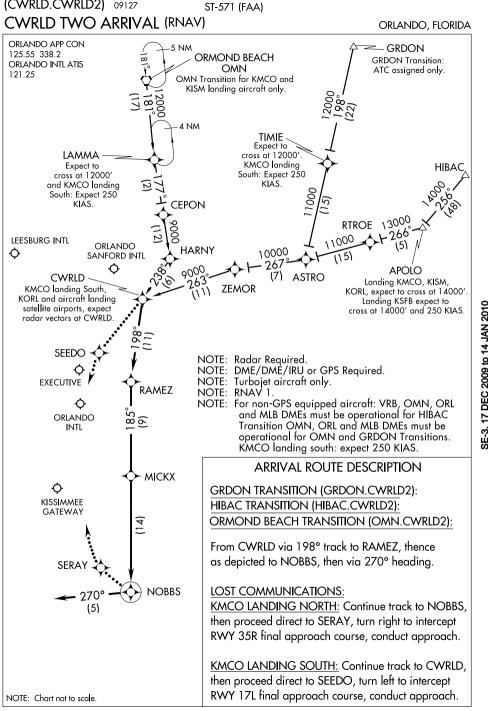
SE-3, 17 DEC 2009 to 14, IAN 2010

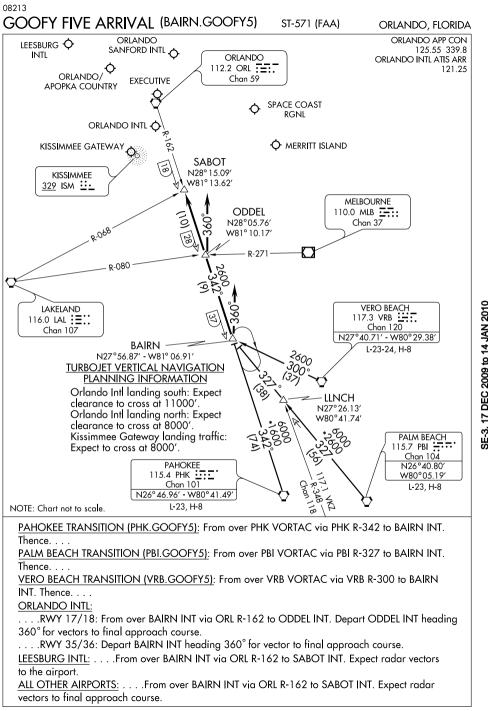
07298 CORLL ONE ARRIVAL (OMN.CORLL1) ST-917 (FAA) ORLANDO, FLORIDA JACKSONVILLE CENTER 126.35 DAYTONA BEACH APP CON 118.85 ORMOND BEACH 112.6 OMN == ORLANDO APP CON 121.1 Chan 73 **EXECUTIVE ATIS 127.25** N29°18.20′ - W81°06.76′ ORLANDO SANFORD INTL ATIS 125.975 L-21-23-24, H-8 VERTICAL NAVIGATION PLANNING INFORMATION 2000 191°**.** (15) Expect clearance to cross at 10000' DIGGR N29°03.43′ W81°10.03′ VERTICAL NAVIGATION PLANNING INFORMATION Expect clearance to cross at 5000' CORLL N28° 55.56′ △ W81° 11.76′ ORLANDO SANFORD NOTE: RADAR and DME Required. NOTE: Expect radar vectors to destination airport or final approach course **EXECUTIVE** at CORLL INT. NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14, IAN 2010

From over OMN VORTAC via OMN R-191 to CORLL INT. MEA 2000. Expect radar vectors to final approach course.

(COSTR.COSTR2) 09239 ST-571 (FAA) ORLANDO INTL COSTR TWO ARRIVAL (RNAV) ORLANDO, FLORIDA ORLANDO APP CON 125.55 338.2 **LEESBURG** ORLANDO ORLANDO INTL ATIS SANFORD INTL INTI 121.25 KNUKL ᄉ ORLANDO/ ONNER APOPKA COUNTRY NOTE: RNAV 1. ORLANDO **TWONA** NOTE: Radar Required. **EXECUTIVE** NOTE: DME/DME/IRU or GPS Required. SPACE COAST NOTE: TURBOJET/TURBOPROP aircraft only. **RGNL** NOTE: For aircraft landing satellite airports: expect radar vectors after COSTR. **KRAKN ORLANDO** INTL MERRITT **ISLAND** 4 KISSIMMEE **GATEWAY** TINKR **BIGGR ANDRO** Expect to cross at 13000. **EXBAN** 066° <sup>'P</sup>00 KMCO Landing North: PATRICK 060° (5)Expect 250 KIAS. **AFB** 141 ST PETERSBURG Ò **SETME** GROPE PIF MELBOURNE SE-3, 17 DEC 2009 to 14 JAN 2010 Expect to cross LAKELAND COSTR INTI at FL210. 1260 LAL KMCO Landing North: 5 NM Expect radar vectors after 13000 5000 COSTR SIMMR 101° (62) (29) 066° 066° (8) (3) (29) MOANS KMCO Landina North: 8 NM Expect to cross at 10000 8 NM **GUMMY** and 250 KIAS. KMCO Landing South: 8 NM **SYKFS** Expect to cross at 13000. Expect to cross at FL230. **DOWNN BOXKR** 13000 075° (14) 8 NM ARRIVAL DESCRIPTION BOXKR TRANSITION (BOXKR.COSTR2): LA BELLE TRANSITION (LBV.COSTR2): LEE COUNTY TRANSITION (RSW.COSTR2): IA BFIIF SIMMR TRANSITION (SIMMR.COSTR2): IBV ST. PETERSBURG TRANSITION (PIE.COSTR2): From over COSTR via 060° track to BIGGR. LEE COUNTY thence as depicted to KNUKL. **RSW** NOTE: Chart not to scale.





ORLANDO, FLORIDA AL-305 (FAA) Rwy Ida 5703 ILS or LOC RWY 7 LOC I-ORL APP CRS TDŻE 109 109.9 070° ORLANDO/ EXECUTIVE (ORL) Apt Elev 113 RADAR OR DME REQUIRED. NOTE: A descent to 1200 may be required when In minimum visibility conditions, bright lights on executing an early missed approach. MALSR highway ½ mile south of airport may be mistaken MISSED APPROACH: Climb to 1200 maximum altitude **&** for runway lights. via I-ORL E CRS to SOTCO/ORL 1.5 DME/RADAR then \*\* RVR 1800 authorized with the use of FD or AP climbing left turn to 1500 via ORL R-049 to OVIDO Int/ or HUD to DA. ORL 13 DME and hold. ATIS ORLANDO APP CON EXECUTIVE TOWER ★ GND CON CLNC DEL UNICOM 127.25 124.8 351.9 118.7(CTAF) 0 239.0 121.4 239.0 122.95 128.45 SA OR 25 M 3000 OVIDO ORL [13) 10 NM OR) LOCALIZER 109.9 Λ<sup>1749±</sup> I-ORL <sup>412</sup>∧ 595 <sub>1749</sub>∧ <sup>352</sup>∧ ۸<sup>267</sup> ۸<sup>1675</sup> <sub>525</sub>∧ SE-3, 17 DEC 2009 to 14, IAN 2010 316 1 263 LOM/IAF **BUVAY** HERNY 547<sub>^</sub> ORL 3 /. SOTCO OR ---RADAR 252 ORL 1.5 / ORL [5.7) RADAR мм 2000 to LOM 248° (5.7) ORLANDO 112.2 ORL :::. Chan 59 .250° Orlando 113 **ELEV** D 1500 SOTCO OVIDO Remain ORL 145± within 10 NM LOM ORL 1.5 I-ORL E CRS 178± ORL R-049 13 109.9 RADAR 112.2 1906 BUVAY 2000 ORL 3 / 173+ MM RADAR **2**21 VORTAC 2000 TD7F ³<mark>`</mark>∧139 \*1200 GS 3.00° ۸ ∧<sup>173±</sup> **TCH 39** \*LOC only. 156± 070° 5.5 NM 2.6 NM 2.3 NM 0.6 from FAF CATEGORY D S-ILS 7 \*\* 309/24 200 (200-½) REIL Rwys 13, 25 and 31 0 HIRL Rwys 7-25 and 13-31 ( 660/50 660/60 S-LOC 7 660/24 551 (600-1/5) FAF to MAP 5.5 NM 551 (600-11/4) 551 (600-1) 90 Knots 60 120 | 150 180 660-11/2 860-21/2 CIRCLING 660-1 547 (600-1) Min:Sed 547 (600-11/2) 747 (800-2 1/2) 5:30 3:40 2:45 2:12

SE-3, 17 DEC 2009 to 14, IAN 2010

LEESE TWO ARRIVAL (LEESE.LEESE2) ST-571 (FAA) ORLANDO, FLORIDA

## ARRIVAL DESCRIPTION

ALMA TRANSITION (AMG.LEESE2): From over AMG VORTAC via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

OCALA TRANSITION (OCF.LEESE2): From over OCF VORTAC via OCF R-129 and

ORL R-309 to LEESE DME. Thence....
SAVANNAH TRANSITION (SAV.LEESE2): From over SAV VORTAC via SAV R-226 to

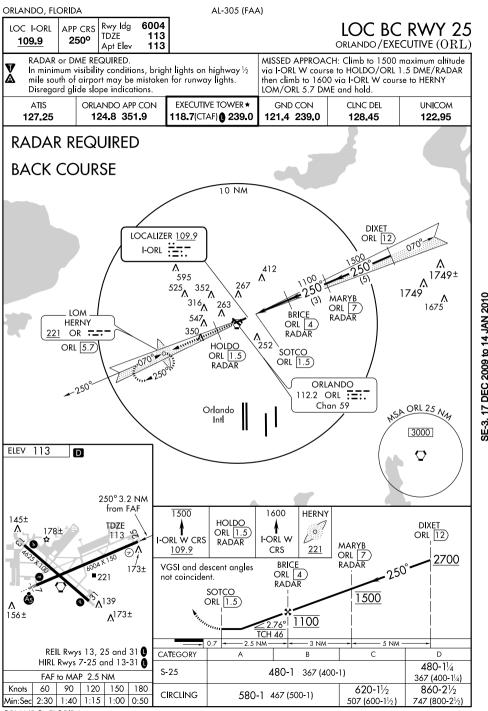
SHEMP INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

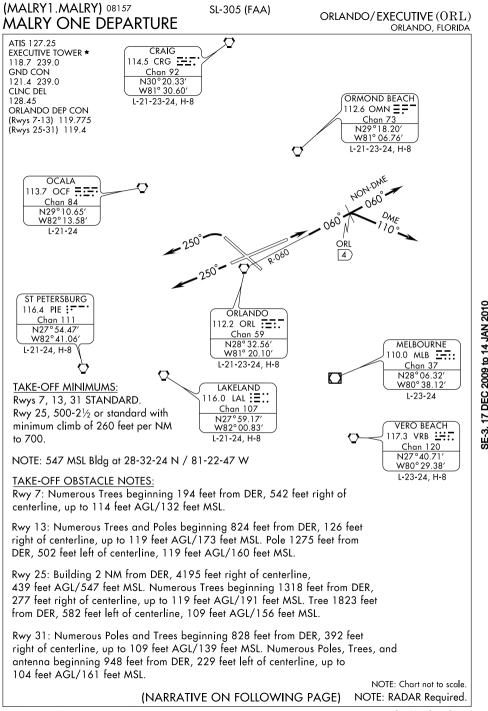
VALDOSTA TRANSITION (OTK.LEESE2): From over OTK VOR/DME via OTK R-126 to UGENE INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

 $\dots$  From over LEESE DME via ORL R-309 to ORL VORTAC. Expect vectors to final approach course after LEESE DME.

approach course after LEESE DIME.

SE-3, 17 DEC 2009 to 14. IAN 2010



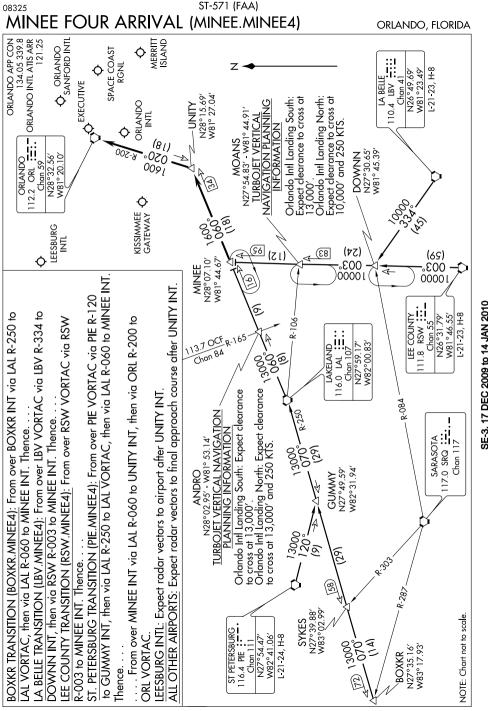


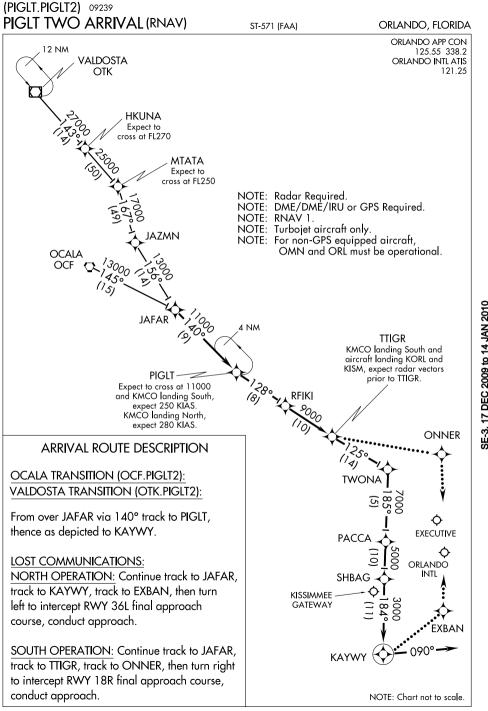
Expect clearance to filed altitude ten minutes after departure. TAKE-OFF RUNWAY 7: Intercept ORL R-060. Depart 4 DME heading 110°,

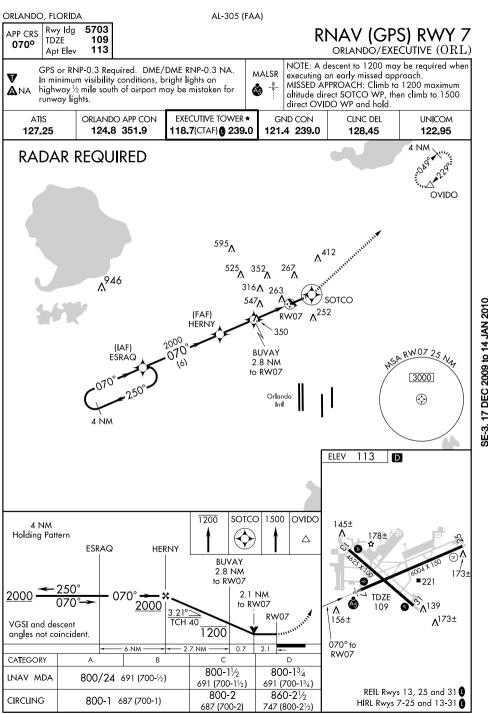
non-DME aircraft remain on ORL R-060. Unless otherwise assigned. departure control frequency use 119.775. TAKE-OFF RUNWAY 13: Fly heading as assigned. Thence.... unless otherwise assigned, departure control frequency use 119.775.

departure control frequency use 119.4.

TAKE-OFF RUNWAY 25: Climb via heading 250°. Unless otherwise assigned, TAKE-OFF RUNWAY 31: Turn left heading 250°. Unless otherwise assigned, departure control frequency use 119.4.

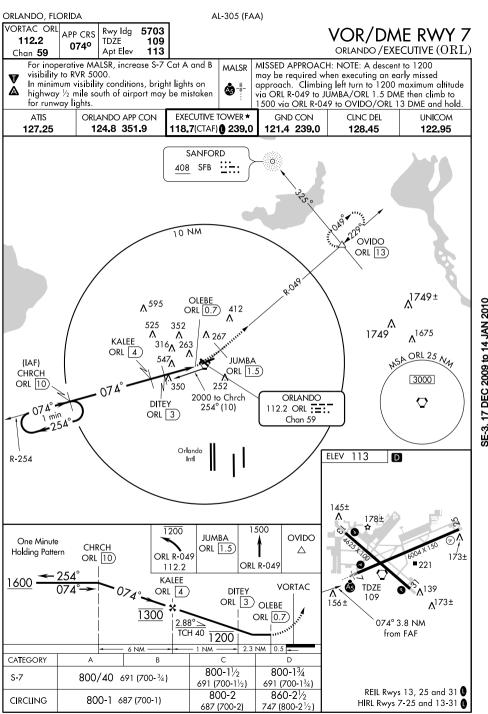


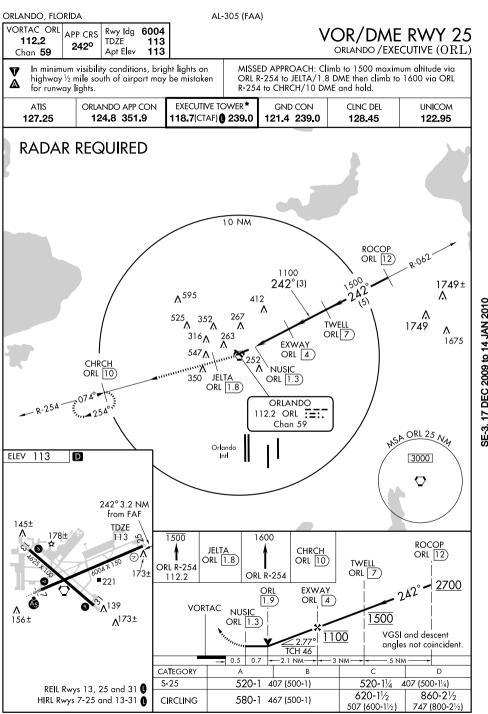


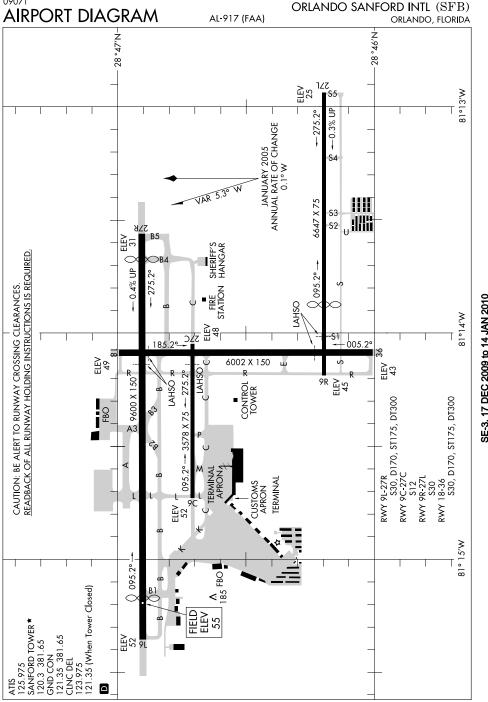


ORLANDO, FLORIDA AL-305 (FAA) Rwy Ida 6004 RNAV (GPS) RWY 25 ORLANDO/EXECUTIVE (ORL) APP CRS 113 TDŹE 250° 113 Apt Elev GPS or RNP-0.3 Required, DME/DME RNP-0.3 NA. MISSED APPROACH: Climb to 1500 maximum 77 altitude direct HOLDO WP then climb to 1600 In minimum visibility conditions, bright lights on highway 1/2  $\triangle$ NA via 250° track to HERNY WP and hold. mile south of airport may be mistaken for runway lights. EXECUTIVE TOWER ★ ORLANDO APP CON ATIS GND CON CLNC DEL UNICOM 124.8 351.9 118.7(CTAF) 0 239.0 121.4 239.0 122.95 127.25 128.45 RADAR REQUIRED (IF/IAF) DIXET 1100 1500 ۸<sup>595</sup> 250°(3) Λ<sub>1749</sub>± 412<sub>A</sub> 1749<sup>∧</sup> MARYB Λ<sub>1675</sub> 316 263 (FAF) SE-3, 17 DEC 2009 to 14, IAN 2010 BRICÉ **RW25** HOLDO <sup>A</sup>252 **HFRNY** 250° (4.2) 4 NM Orlando SA RW 25 25 Ny 113 3000 **ELEV** D **(** 250° to RW25 145± TDZE 178± 113 1600 1500 **HOLDO** HERNY VGSI and descent angles DIXET not coincident. 173+ MARYB 250° TRK **2**21 250°° 2700 **BRICE** 1 NM to RW25 Procedure 250° 1500 Turn ∧<sup>173±</sup> 156± RW25 NA 1100 2.76° TCH 46 1 NM -2.2 NM 3 NM -- 5 NM D CATEGORY В C 480-11/4 LNAV MDA 480-1 367 (400-1) 367 (400-11/4) REIL Rwys 13, 25 and 31 **1** 620-11/2 860-21/2 580-1 467 (500-1) CIRCLING HIRL Rwys 7-25 and 13-31 0 747 (800-2½) 507 (600-11/2)

(SOAPS1.SOAPS) 08157 SL-305 (FAA) ORLANDO/EXECUTIVE (ORL) SOAPS ONE DEPARTURE ORLANDO, FLORIDA ATIS 127.25 CRAIG **EXECUTIVE TOWER ★** 114.5 CRG ----118.7 239.0 Chan 92 **GND CON** N30°20.33′ W81°30.60′ 121.4 239.0 CLNC DEL ORMOND BEACH 128.45 L-21-23-24, H-8 112.6 OMN == ORLANDO DEP CON (Rwys 7-13) 119.775 Chan 73 N29°18.20′ (Rwys 25-31) 119.4 W81° 0<u>6.76′</u> L-21-23-24, H-8 OCALA 113.7 OCF = ---Chan 84 N29° 10.65′ W82° 13.58′ L-21-24 ST PETERSBURG SE-3, 17 DEC 2009 to 14, IAN 2010 700 116.4 PIE:-ORLANDO Chan 111 112.2 ORL :=:. N27°54 47' W82°41.06′ Chan 59 MELBOURNE N28° 32.56′ L-21-24, H-8 W81° 20.10′ 110.0 MLB ...: Chan 37 L-21-23-24, H-8 N28°06.32' W80° 38.12' LAKELAND TAKE-OFF MINIMUMS: L-23-24 116.0 LAL :**Ξ**:: Rwys 7, 13, 31 STANDARD. Chan 107 Rwy 25,  $500-2\frac{1}{2}$  or standard with N27°59.17′ VERO BEACH minimum climb of 260 feet per NM W82°00.83' 117.3 VRB <u>:::</u>:. L-21-24, H-8 to 700 Chan 120 N27°40.71 NOTE: 547 MSL Blda at 28-32-24 N / 81-22-47 W W80° 29.38′ L-23-24, H-8 TAKE-OFF OBSTACLE NOTES: Rwy 7: Numerous Trees beginning 194 feet from DER, 542 feet right of centerline, up to 114 feet AGL/132 feet MSL. Rwy 13: Numerous Trees and Poles beginning 824 feet from DER, 126 feet right of centerline, up to 119 feet AGL/173 feet MSL. Pole 1275 feet from DER, 502 feet left of centerline, 119 feet AGL/160 feet MSL. Rwy 25: Building 2 NM from DER, 4195 feet right of centerline, 439 feet AGL/547 feet MSL. Numerous Trees beginning 1318 feet from DER, 277 feet right of centerline, up to 119 feet AGL/191 feet MSL. Tree 1823 feet from DER, 582 feet left of centerline, 109 feet AGL/156 feet MSL. Rwy 31: Numerous Trees and Poles beginning 828 feet from DER, 392 feet right of centerline, up to 109 feet AGL/139 feet MSL. Numerous Poles, Trees, and antenna beginning 948 feet from DER, 229 feet left of centerline, up to 104 feet AGL/161 feet MSL. NOTE: Chart not to scale. (NARRATIVE ON FOLLOWING PAGE) NOTE: RADAR Required.







(BAIRN.BAIRN2) 09239 ST-571 (FAA) BAIRN TWO ARRIVAL (RNAV) ORLANDO, FLORIDA ORLANDO APP CON 125.55 338.2 ORLANDO ORLANDO INTL ATIS SANFORD INTL **POPYE** 121.25 LEESBURG KMCO Landing South: INTI Expect radar vectors after POPYE. NOTE: Radar Required. **SEEDC** NOTE: DME/DME/IRU or GPS Required. NOTE: RNAV 1. **EXECUTIVE** NOTE: For non-GPS equipped aircraft: PHK, RAMEZ MLB, VRB and ORL must be operational for the PBI and PHK 9 Transitions. ORLANDO INTL ( NOTE: MLB and ORL must be operational for the VRB Transition. **MICKX** NOTE: TURBOJET/TURBOPROP aircraft KISSIMMEE only. GATEWAY 1900 305° (14) NOBBS SERA' Landing KISM, KORL, KSFB, KLEE: Expect radar vectors after NOBBS. KMCO Landing North: Expect radar vectors after NOBBS. **BAIRN** 26<sub>00</sub> VERTICAL NAVIGATION PLANNING KMCO Landing South: Expect to cross at 11000. VFRO BFACH KMCO Landing North: VRB Expect to cross at 8000. Landing KISM: Expect to cross at 8000. LLNCH ARRIVAL ROUTE DESCRIPTION PAHOKEE TRANSITION (PHK.BAIRN2): PALM BEACH TRANSITION (PBI.BAIRN2): VERO BEACH TRANSITION (VRB.BAIRN2): From over BAIRN via 349° track to NOBBS, thence as depicted to POPYE. LOST COMMUNICATIONS: KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept **PAHOKEE** RWY 35R final approach course, conduct approach. PHK PALM BEACH PBI KMCO LANDING SOUTH: Continue track to POPYE, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach. NOTE: Chart not to scale.

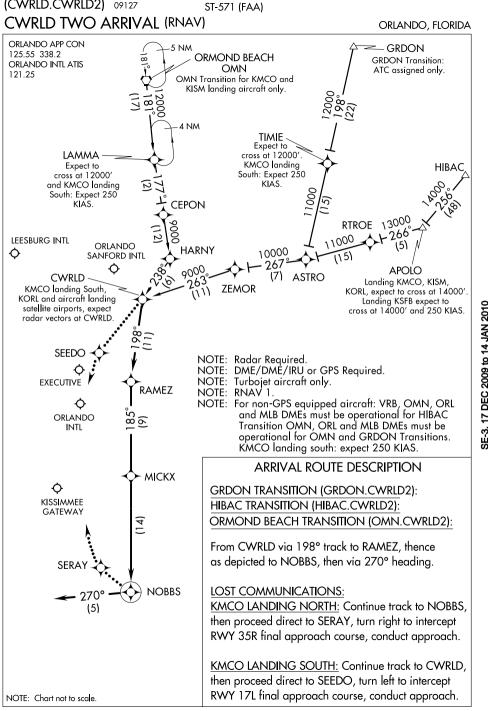
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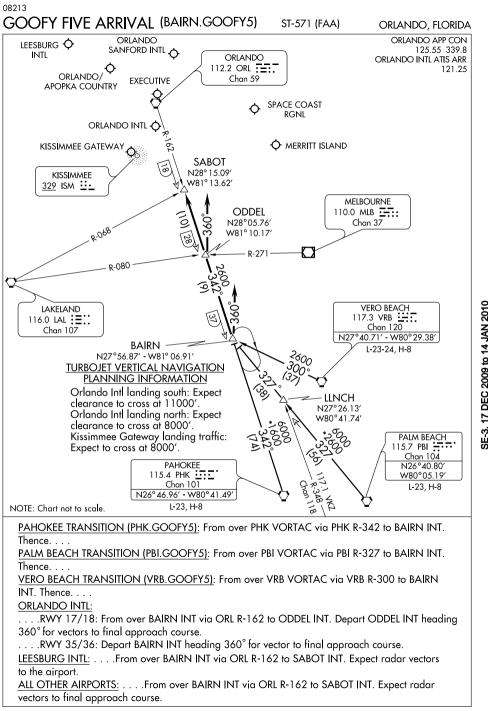
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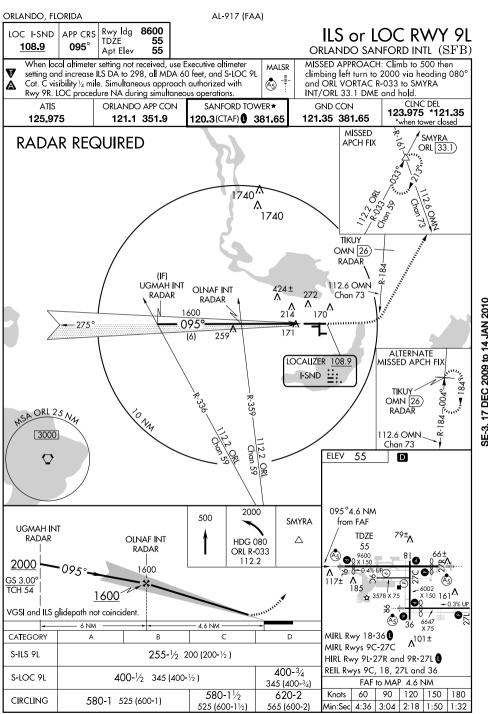
SE-3, 17 DEC 2009 to 14, IAN 2010

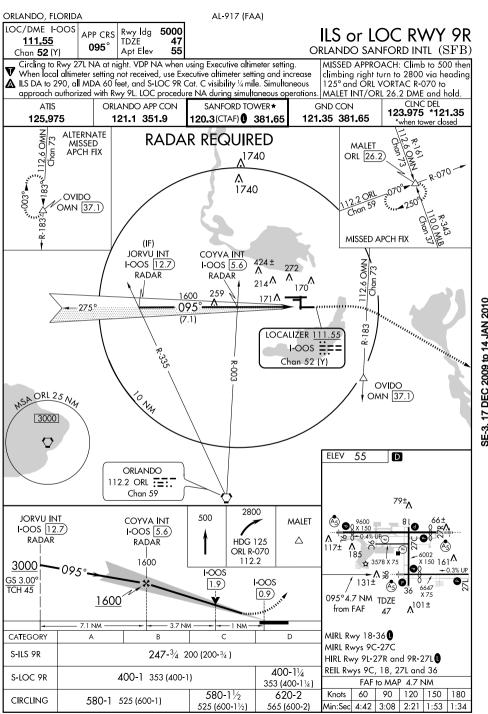
From over OMN VORTAC via OMN R-191 to CORLL INT. MEA 2000. Expect radar vectors to final approach course.

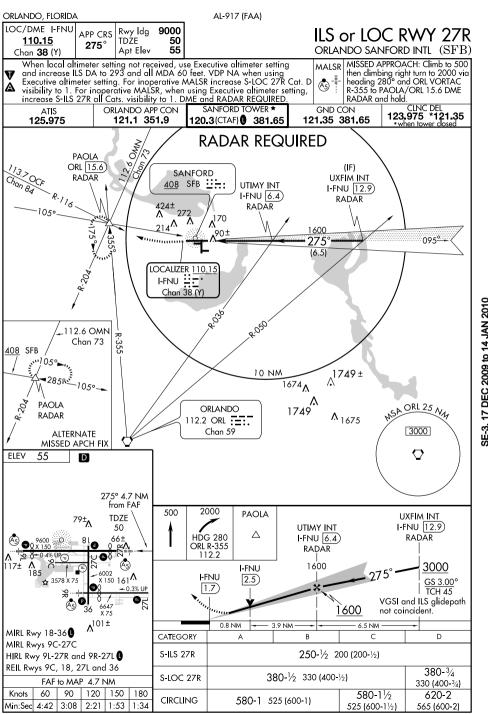
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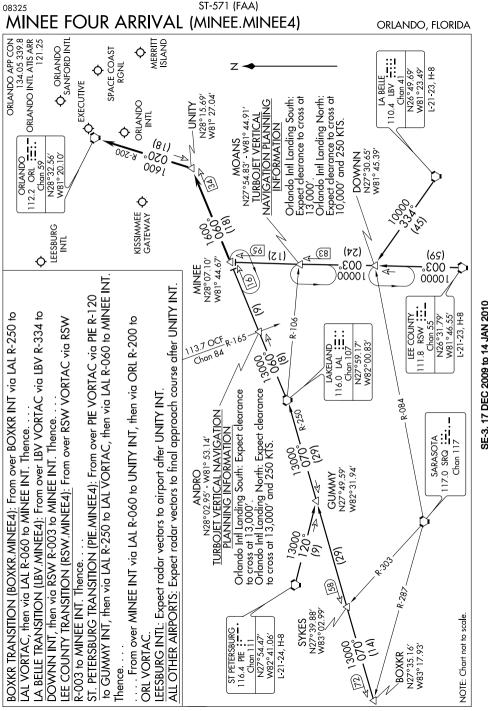


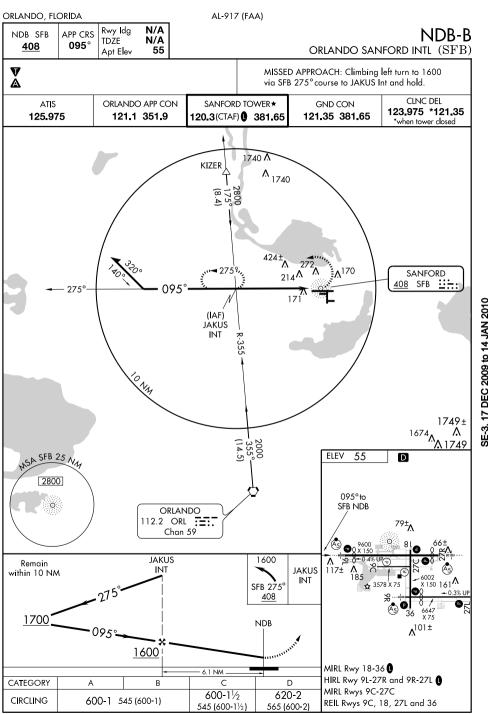


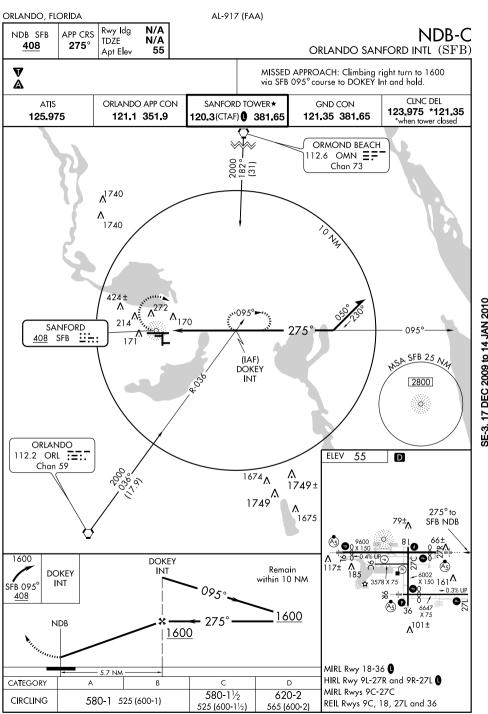


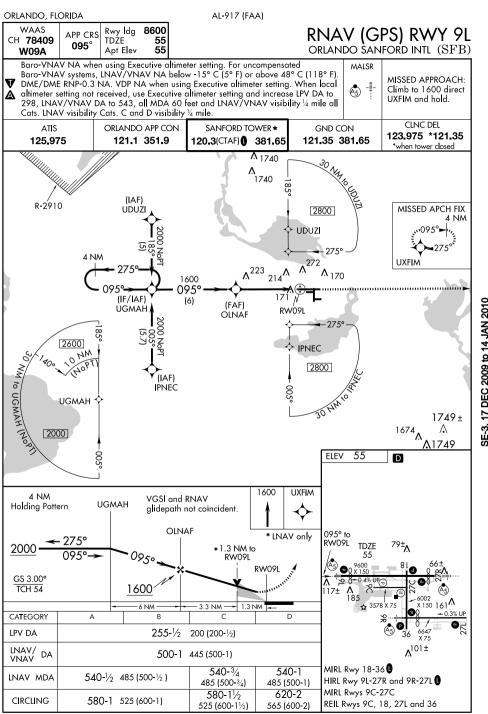


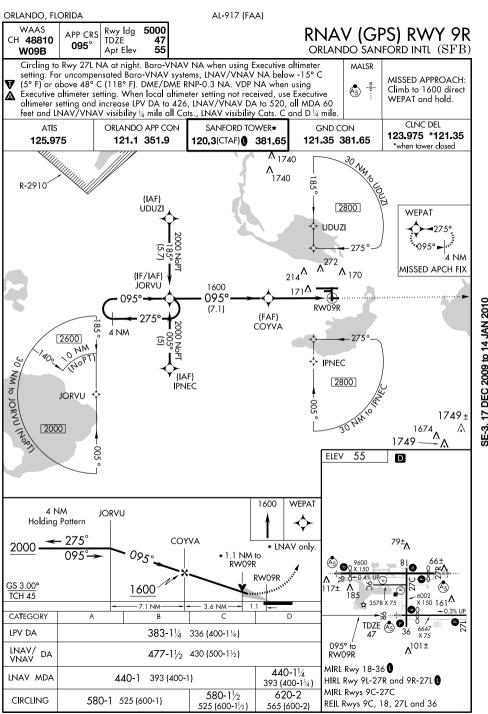








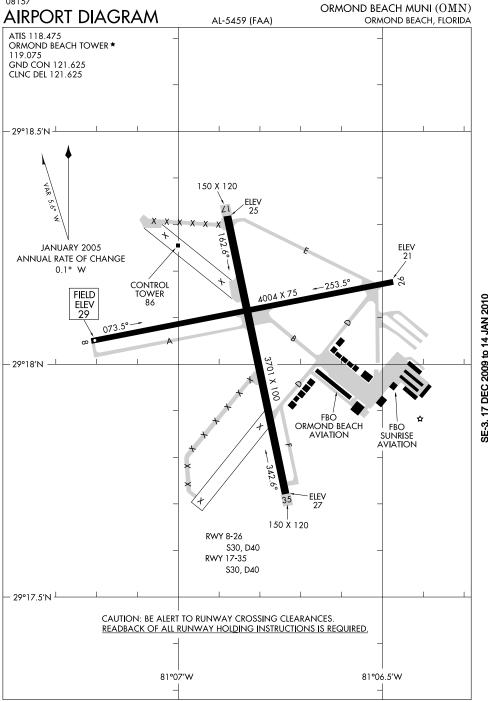


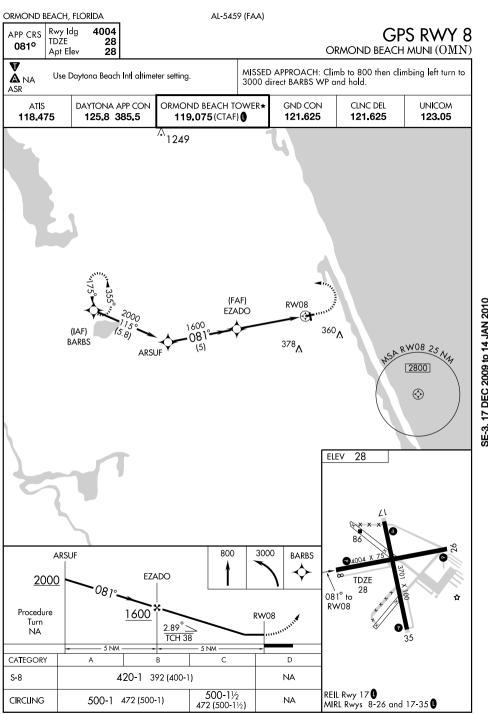


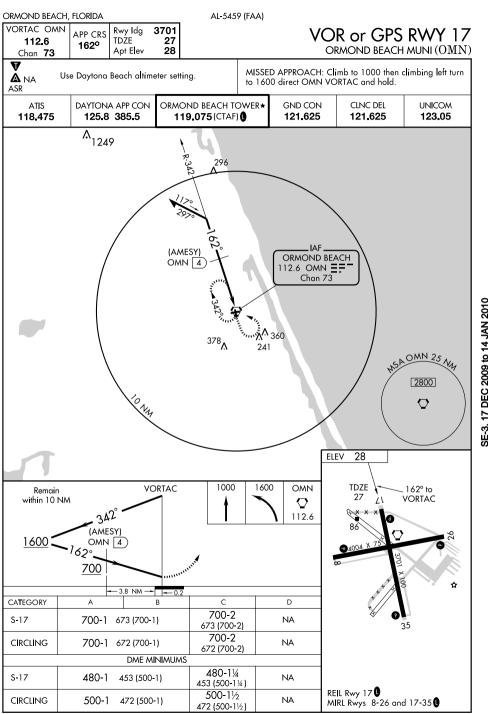
ORLANDO, FLORIDA				AL-917 (FAA)					
WAAS CH <b>63209</b> <b>W27A</b>	APP CRS <b>275</b> °	Rwy ldg TDZE Apt Elev	9000 50 55	50 KINAV (GF3) KVV I Z/					
Baro-DME/ A altime 293,	VNAV syste 'DME RNP-( ter setting n	ms, LNAV/ ).3 NA. VD ot received, V DA to 46	VNAV NA bek P NA when usi . use Executive	eter setting. For a ow -15° C (5° F) ng Executive alti altimeter setting feet, LNAV/VN.	or above 4 meter setting and increas	8° C (118° F). g. When local e LPV DA to	MALSR	MISSED A	PPROACH: 1000 direct and hold.
ATIS ORLANDO AF 125.975 121.1 35				SANFORD TO 120.3(CTAF)		GND 121.35	I	CLNC <b>123.975</b> *when towe	*121.35
		1	Λ <sup>1740</sup> Λ 1740			or arrivals at 533 Northbou	und. \$\frac{1}{2000}\$	SMYRA  SO (IAF)	
4 NM 275°…₂			Λ 214	<sup>272</sup> Λ <sup>170</sup>	(FA UTI/	.F) MY 160	185° — (5)	VOFOS - - 095° →	4 NM
095° <b>→</b> U	GMAH R 2.		171	<b>R</b> W27	R	27.	5° — (I	₹ 275°° F/IAF) JXFIM	) 0102 NAI. 410
280 ©	_ \					Radar requirecterivals at GAC	I for	AF) CNO	SE-3 17 DEC 2009 to 14. JAN 2010
ELEV 55			$\neg$			1749		K	, d
	<sup>79±</sup> ∧	275° to RW27I TDZE \ 50		,	gl דט	GSI and RNA idepath not co IMY   600			NM ng Pattern
↑ 0 × 150 ↑ 0 × 150 ↑ 0 0 + 0.4% U 117± ↑ ↑ ↑ ↑ 185 ★ 35:	<del>y</del> o k	666± 0	UP RW	*1 NM to RW27R /27R   1.0 3.7	/NM	160 6.5 NA			- 1600 GS 3.00° TCH 45
	As 36	6647 X 75	CATEGOR LPV DA			B 250-½ 2	C 00 (200-½)		D
MIDI D. 10.0	<b>V</b> <sub>10</sub>	· · · ÷	LNAV/ VNAV	DA		<b>421-</b> <sup>3</sup> / <sub>4</sub> 3	71 (400-¾)		100.1
MIRL Rwy 18-3 HIRL Rwy 9L-2 MIRL Rwys 9C-	7R and 9R	27L <b>()</b>	LNAV M			-1/2 370 (400	0-½) 580-1	370	420-1 0 (400-1) 520-2
REIL Rwys 9C.		id 36	CIRCLIN	G   58	0-1 525 (	600-1)	525 (600-		5 (600-2)

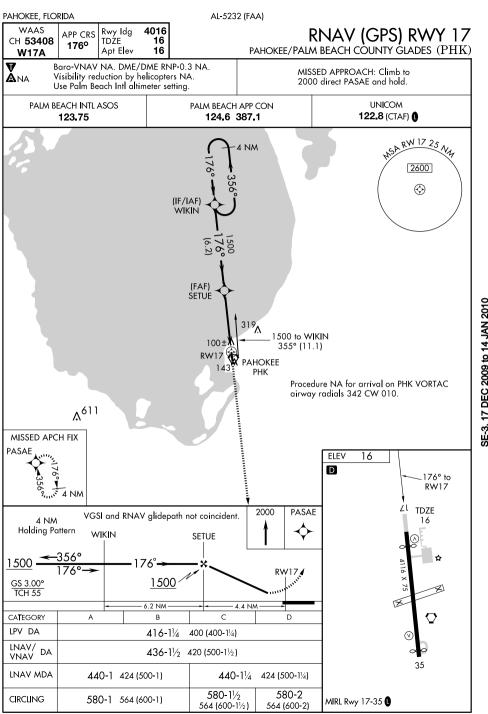
(SFB3.SFB) 09127 SL-917 (FAA) ORLANDO SANFORD INTL (SFB) SANFORD THREE DEPARTURE ORLANDO, FLORIDA SFB ATIS 125.975 **SEMINOLE** CRAIG SEB CLNC DEL 123 975 117.5 SZW <u>∷--</u> 114.5 CRG ----ORL CLNC DEL 121.35 Chan 122 Chan 92 (when tower closed) N30° 33.37 N30°20.33′ ORL DEP CON 121.1 W84° 22.44' OCALA W81°30.60′ 113.7 OCF .... L-21-22, H-8 L-21-23-24, H-8 Chan 84 N29°10 65′ W82°13.58′ ORMOND BEACH 1-21-24 CROSS CITY 112.6 OMN **=** = 112.0 CTY =: \_ Chan 73 N29°18.20′ Chan 57 W81° 06.76′ N29°35.94 275° **–** □ □ [ W83°02.92' L-21-23-24, H-8 -095°-L-21-24, H-8 .275° **-**⊐—095°∍ ORLANDO 112.2 ORL :=: ST PETERSBURG Chan 59 MELBOURNE 116.4 PIE N28° 32.56′ 110.0 MLB Chan 111 W81° 20.10′ Chan 37 N27°54.47' L-21-23-24, H-8 N28°06.32' W82°41.06′ W80°38.12' L-21-24, H-8 L-23-24 LAKELAND SARASOTA 116.0 LAL **Ξ**.. VERO BEACH 17.3 VRB Chan 120 117.0 SRQ :--- Chan 117 Chan 107 N27°59.17' N27°23.87 W82°00.83′ N27°40.71 W82°33.26′ L-21-24, H-8 W80°29.38 L-21-23, H-8 L-23-24, H-8 PAHOKEE LEE COUNTY 115.4 PHK :::-111.8 RSW :--Chan 101 Chan 55 N26° 46.96 N26° 31.79′ - W81° 46.55′ W80° 41.49′ L-21-23, H-8 L-23, H-8 PALM BEACH 115.7 PBI **:--**·-Chan 104 N26°40.80′ W80°05.19′ TAKE-OFF MINIMUMS: Rwys 9R, 9C, 9L, 27R, 27C, L-23, H-8 27L, 18, 36 Standard. NOTE: RADAR REQUIRED. NOTE: Chart not to scale. 77 DEPARTURE ROUTE DESCRIPTION TAKE-OFF RWY 9R, 9C, 9L: Climb heading 095°. Thence. . . . TAKE-OFF RWY 27R, 27C, 27L: Climb heading 275°. Thence. . . . TAKE-OFF RWY 18: Climb heading 185°. Thence. . . . TAKE-OFF RWY 36: Climb heading 005°. Thence. . . . . . . . Expect vectors to appropriate fix. Maintain 2000. Expect further clearance to filed altitude/flight level 10 minutes after departure. (CONTINUED ON NEXT PAGE)

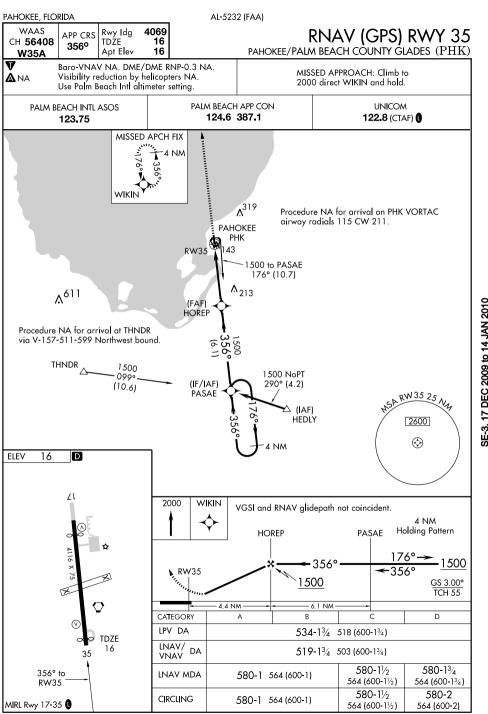
(SFB3.SFB) 09127 SL-917 (FAA) ORLANDO SANFORD INTL (SFB) SANFORD THREE DEPARTURE ORLANDO, FLORIDA TAKE-OFF OBSTACLE NOTES: RWY 09R: Utilities beginning 430 feet from DER, 206 feet left of centerline up to 36 feet AGL/55 feet MSL. Trees beginning 986 feet from DER, 13 feet left of centerline up to 52 feet AGL/71 feet MSL. Post 1 foot from DER, 277 feet left of centerline 6 feet AGL/25 feet MSL. Utilities beginning 430 feet from DER, 109 feet right of centerline up to 36 feet AGL/55 feet MSL. Tree 1,078 feet from DER, 463 feet right of centerline 34 feet AGL/53 feet MSL. RWY 09C: Bush 162 feet from DER, 276 feet left of centerline 8 feet AGL/57 feet MSL. Tree 2.305 feet from DER, 90 feet right of centerline up to 81 feet AGL/111 feet MSL. Trees beginning 197 feet from DER, 25 feet left of centerline up to 55 feet AGL/ RWY 09L: 79 feet MSL. Pole 2,277 feet from DER, 12 feet left of centerline 32 feet AGL/ 61 feet MSL. Trees beginning 956 feet from DER, 280 feet right of centerline 65 feet AGL/90 feet MSL. RWY 27R: Tower 3,434 feet from DER, 1,332 feet left of centerline, 115 feet AGL/171 feet MSL. Pole 1,378 feet from DER, 790 feet left of centerline 37 feet AGL/96 feet MSL. Trees beginning 1,355 feet from DER, 147 feet left of centerline up to 71 feet AGL/120 feet MSL. Antenna on building 130 feet from DER, 440 feet right of centerline 18 feet AGL/67 feet MSL. Trees beginning 1,453 feet SE-3, 17 DEC 2009 to 14, IAN 2010 from DER, 179 feet right of centerline up to 63 feet AGL/112 feet MSL. RWY 27C: Tower 2,341 feet from DER, 544 feet left of centerline, 128 feet AGL/185 feet MSL. Rod on OL tower 2,364 feet from DER, 551 feet left of centerline 125 feet AGL/184 feet MSL. Trees beginning 2,733 feet from DER, 260 feet left of centerline up to RWY 27L: 72 feet AGL/131 feet MSL. Fence 229 feet from DER, 16 feet right of centerline 12 feet AGL/ 51 feet MSL.

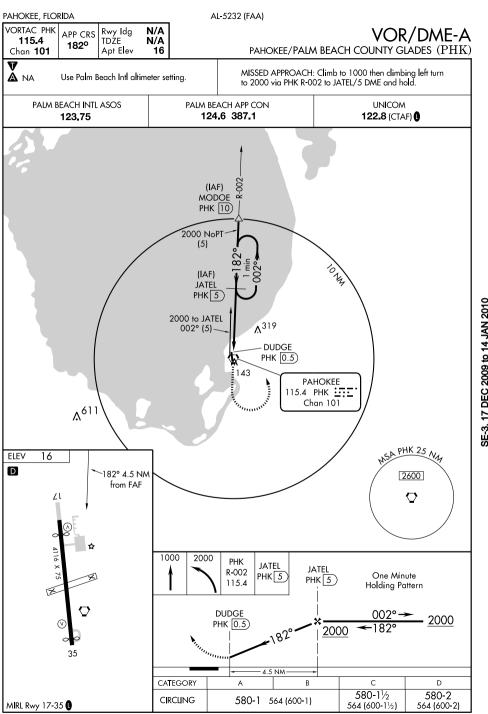


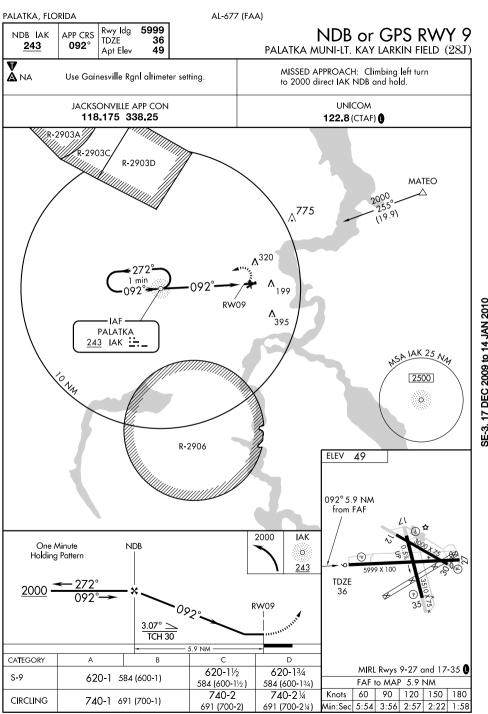








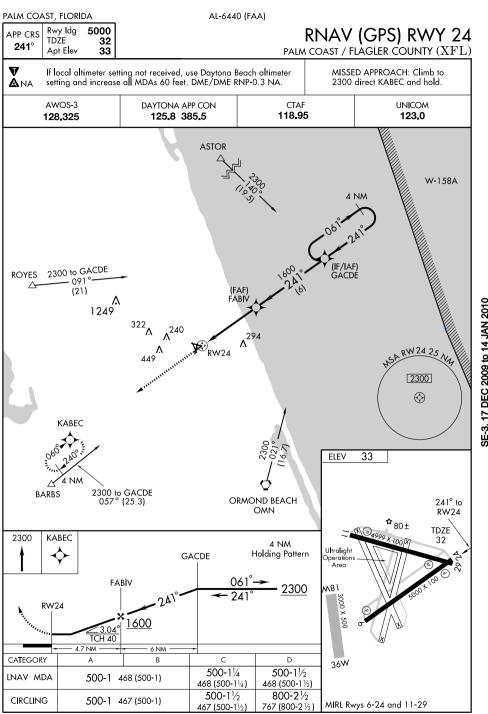


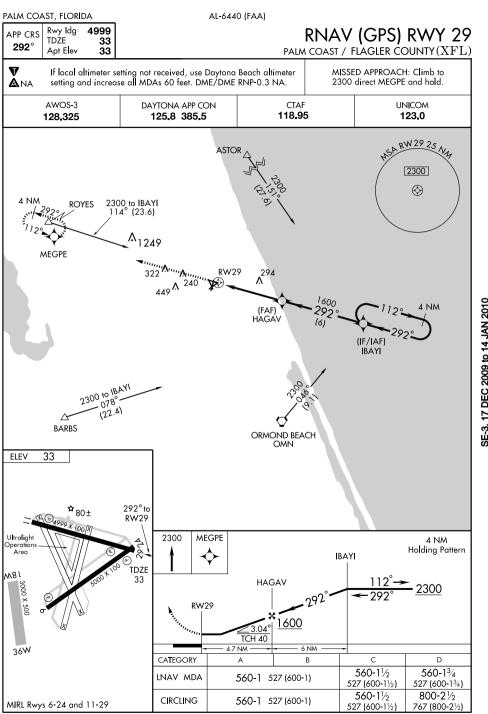


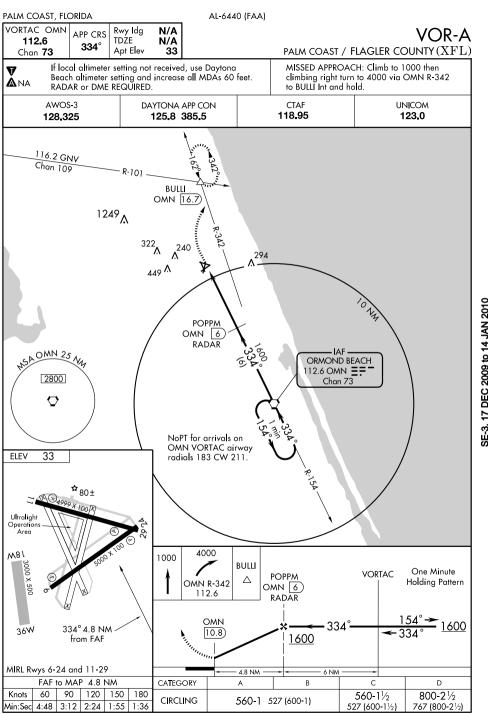
PALM COAST,	FLORIDA			AL-6	440 (F	4A)			
WAAS CH <b>49209</b> <b>W06A</b>	APP CRS <b>060</b> °	Rwy Idg TDZE Apt Elev	32					/ <b>(GPS) RWY 6</b> agler county (XFL	
▼ ak ▲NA re al	oove 48°C ceived, use   MDA 60	(118°F). Dayton feet and	DME/DM a Beach alt increase L1	E RNP-0.3 NA. '	When l increc Cat. D		ng not	MISSED APPROACH: Climb to 2300 direct GACDE and hold.	
	VOS-3 <b>3.325</b>			DNA APP CON 5.8 385.5		CTAF <b>118.95</b>		UNICOM <b>123.0</b>	
230 ⊕	10	RC	oyes 2300 to 1	2300 to KABEC (26.8)	249		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	4 NM  ODO  AND  GACDE	
			(IF/IAF)	(FAF) JABKI		RW06	λ <sup>294</sup> Λ <sup>294</sup>	CORMOND BEACH	SE.3 17 DEC 2009 to 14 IAN 2010
	2300 <u>-</u> 034° (3.3)		4 NM			2300 GACDE	ELEV		
	NM ng Pattern	KAB	EC	* LNAV	only	↑ GACDE	<i>≅</i> <b>4</b>	\$\phi_{80 ±} \\ \( \square \lambda_{4999 \times 100 \bar{\gamma}} \)	
2300	<u>← 240°</u> 060°	<b>→</b>	<b>-</b> 060°	JABKU	* 1.5 to R\	NM W06 RW06	M81		
GS 3.00° TCH 45			<u>160</u>		NW -	1.5	3000 × 500	© \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	
CATEGORY	А		В	С		D		TDZE// 32	
LPV DA			28	2-1 250 (300-1)	1			111±	
LNAV/ DA			361-				36W `	0(00)	
LNAV MDA	54	40-1 50	08 (600-1)			508 (600-1½)	1	060° to RW06	
CIRCLING	54	40-1 50	07 (600-1)	540- 507 (60)		800-2½ 767 (800-2½)	MIRL Rwy	ys 6-24 and 11-29	

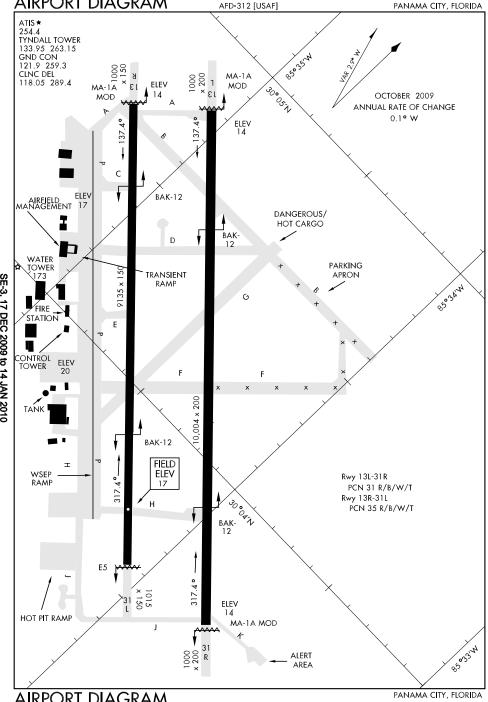
PALM COAST	r, florida			AL-6440 (I	FAA)								
WAAS CH <b>66009</b>	APP CRS	4999 33											
W11A	112°	TDZE Apt Elev	33				PALM COAST	/ FLAGLER	COUN	TY (XFL)			
▼ 49 ▲ NA loc all	°C (120°F) cal altimete DA 44 fee	i. DME/D r setting n t and a <b>ll</b> /	ME RNP- ot receive MDA 60 f	systems, LNAV/VNAV NA below -15°C (5°F) or above 0.3 NA. Visibility reduction by helicopters NA. When d, use Daytona Beach altimeter setting and increase est, and increase LNAV/VNAV all Cats. and Circling IAV NA when using Daytona Beach altimeter setting.						2300 direct			
	WOS-3 2 <b>8.325</b>			TONA APP CON CTAF 25.8 385.5 118.95					UNICOM <b>123.0</b>				
	.01020			ASTOR			110,00		120.	J			
	4 NM		18000	. Δ <sup>124</sup>	Λ <sup>344</sup>	∆ 156± 0	294 A	, , , , , , , , , , , , , , , , , , ,	23C	00			
Procedure N arrivals at B via V267 so	ARBS uthbound.	(12.9) BARBS					2300 to MECAE 120.91	ORMONE	) BEACH				
ELEV 33	3						•	OM	M				
				Procedure NA on airway ra			MN VORTAC ).		$\mathbf{N}$				
112° to RW11 TDZE	_	<u>+</u>			NM ng Pattern	ME	GPE 	LABIY	230	0 IBAYI			
Ultralight Operations Area	80: 4999 X 100	<b>8</b>	<b>₹</b> 2 %	2300	112°	<b>→</b>	\ 1 <sub>12</sub> °\		R\	W11 .			
W8∫		5000 × 100	⊚ ` <b>`</b>	GS 3.00° TCH 40			1800			griffin .			
3000 × 500	5			CATEGORY	Α		6 NM —	5.4 C	1 NM ——	D D			
500		1	_	PV DA		320 (400-11/4)							
				NAV/ DA	VAV/ DA 460-11/2 4								
36W			u	NAV MDA	64	0-1 6	07 (700-1)	640-13 607 (700-1	<sup>3</sup> / <sub>4</sub> ) 6	640-2 07 (700-2)			
MIRL Rwys 6-24 and 11-29				CIRCLING	64	0-1 6	07 (700-1)	640-13/		800-21/2			

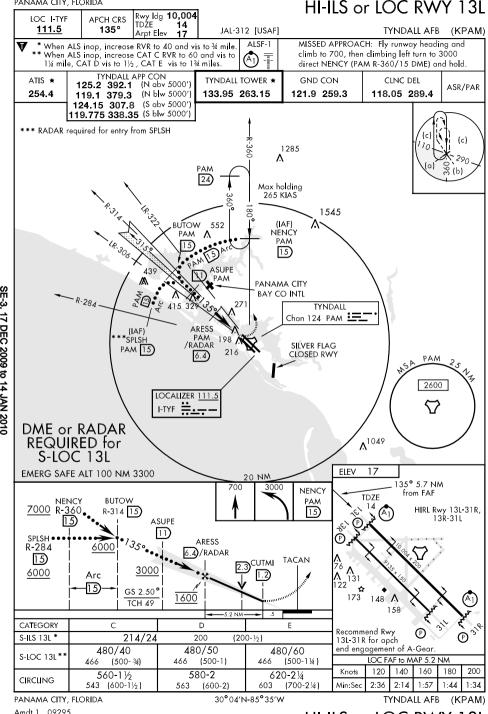
SE-3, 17 DEC 2009 to 14 JAN 2010

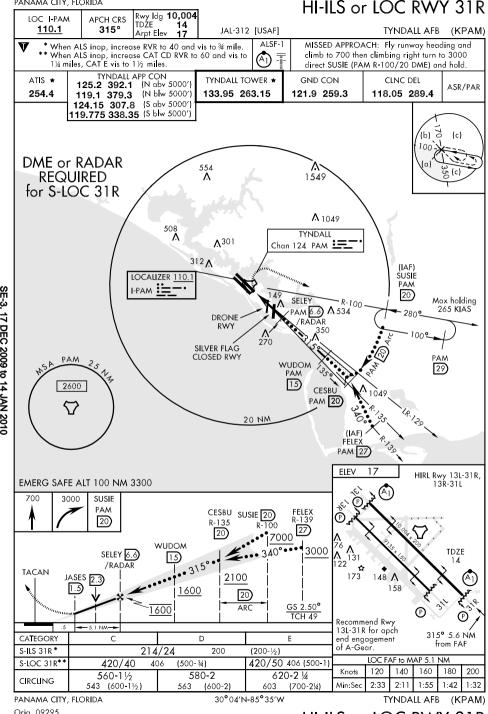


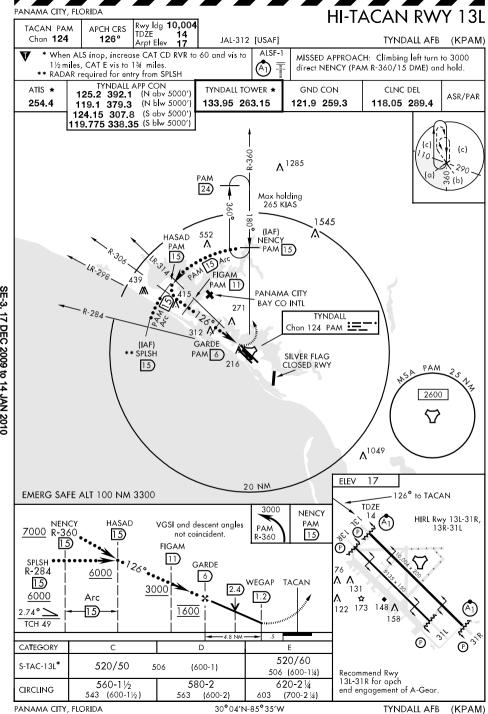


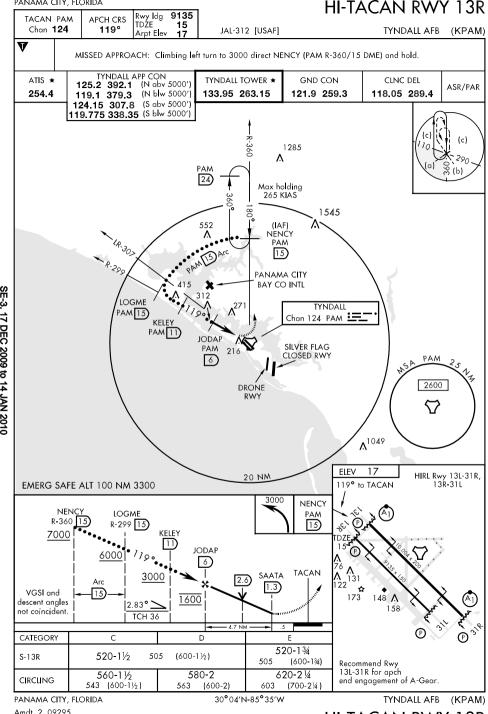


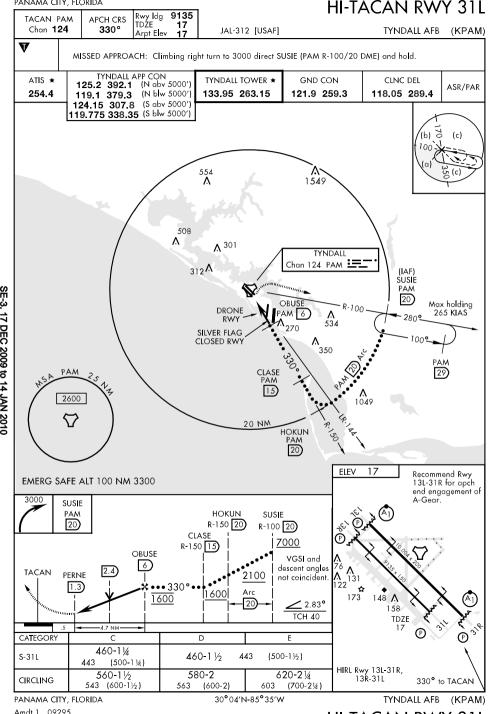


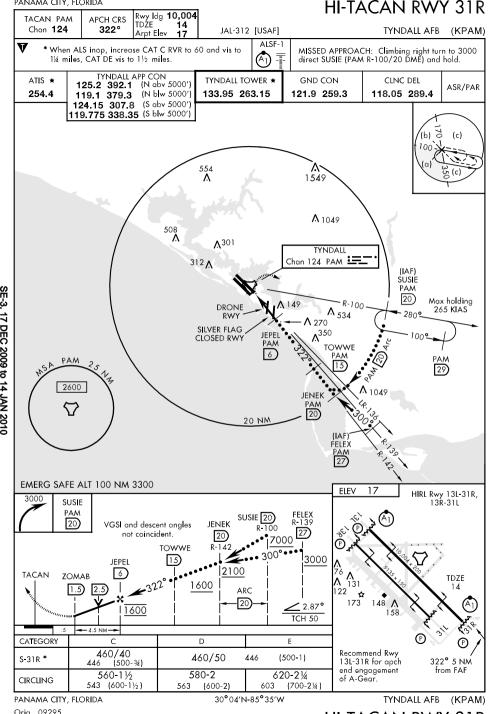


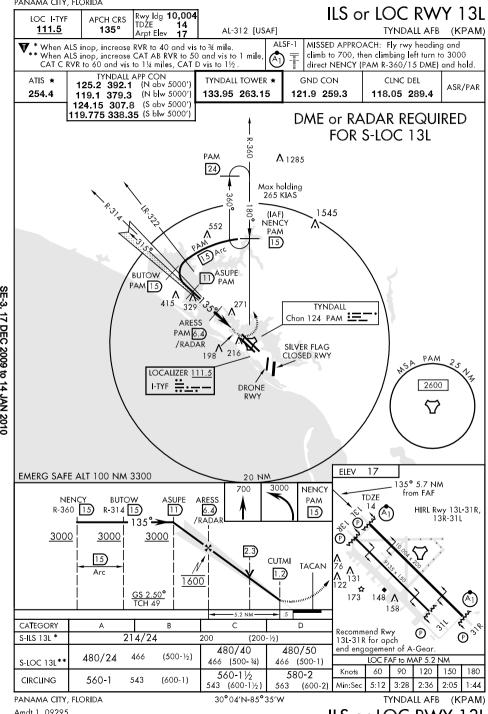


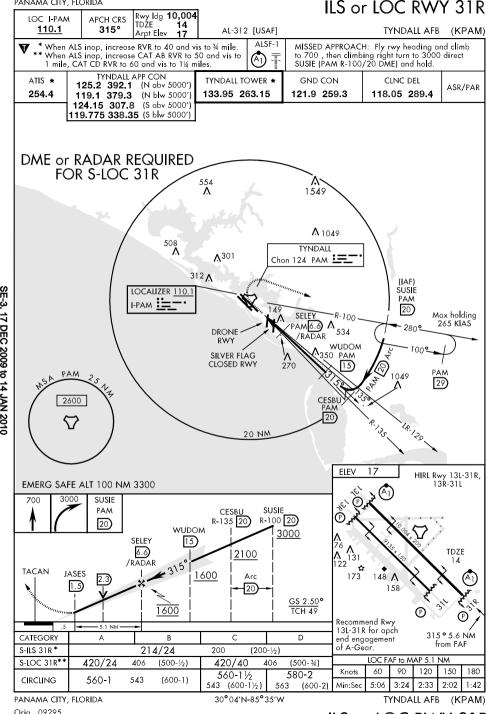


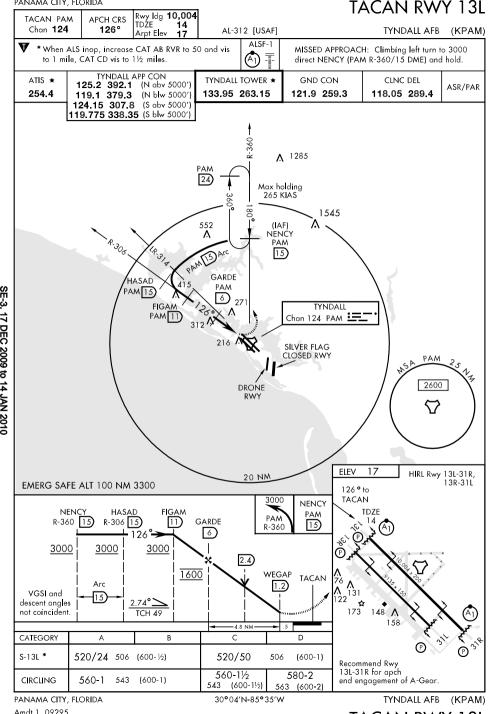


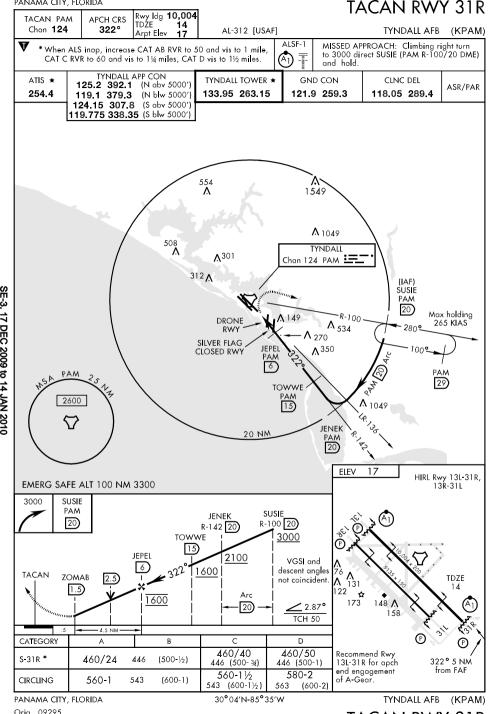


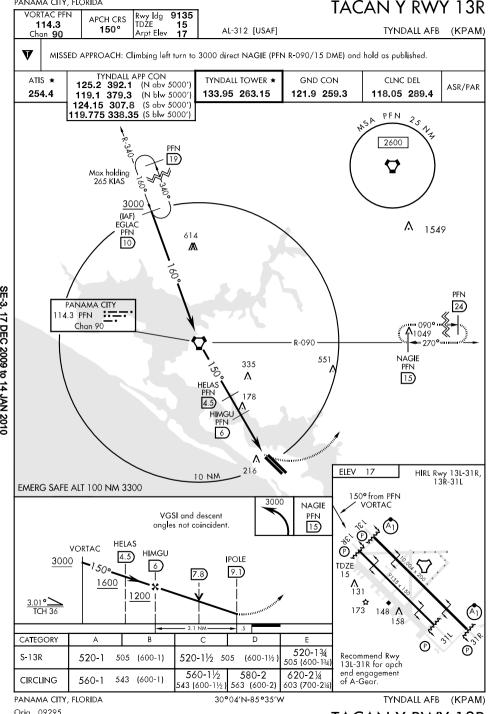


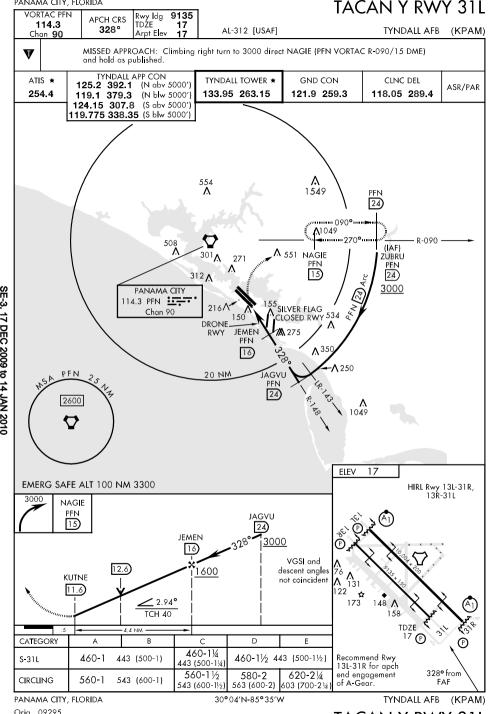


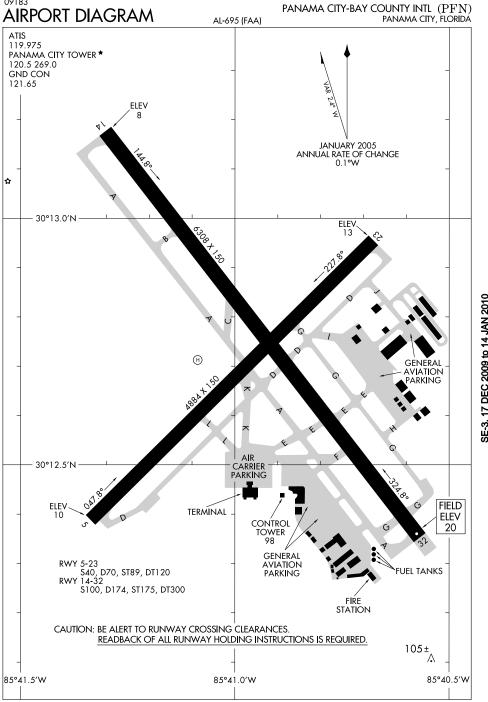


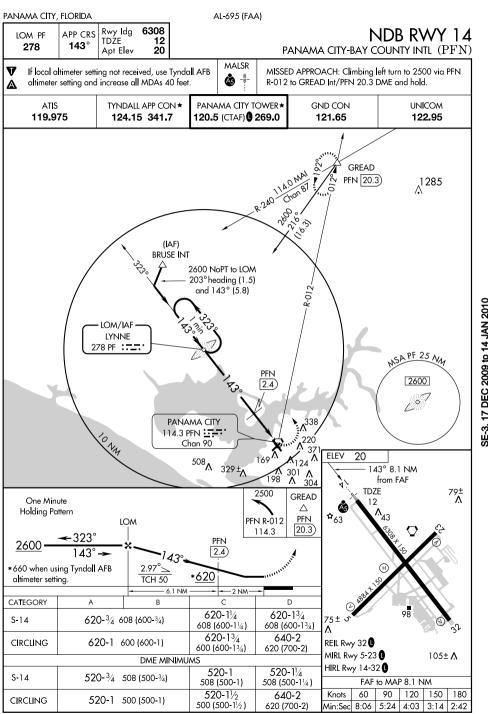


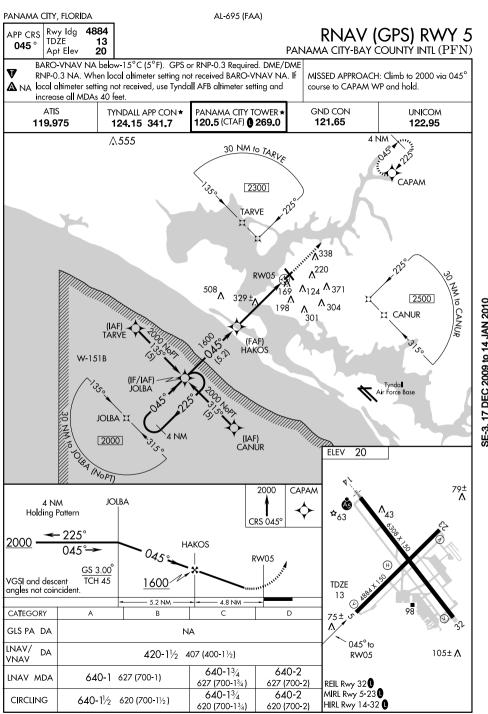




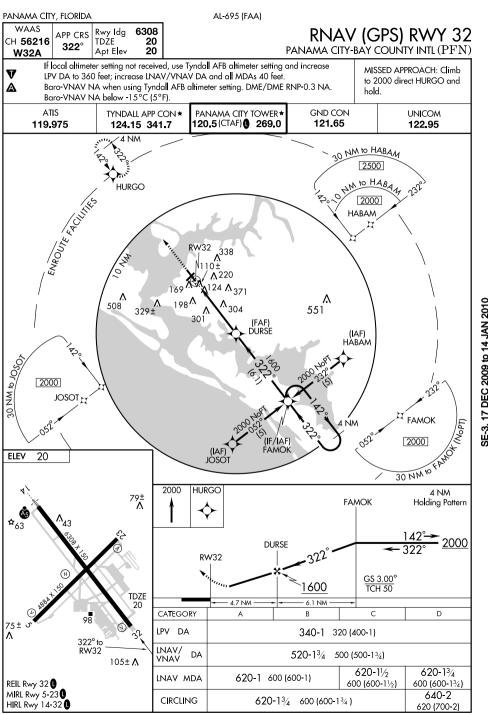


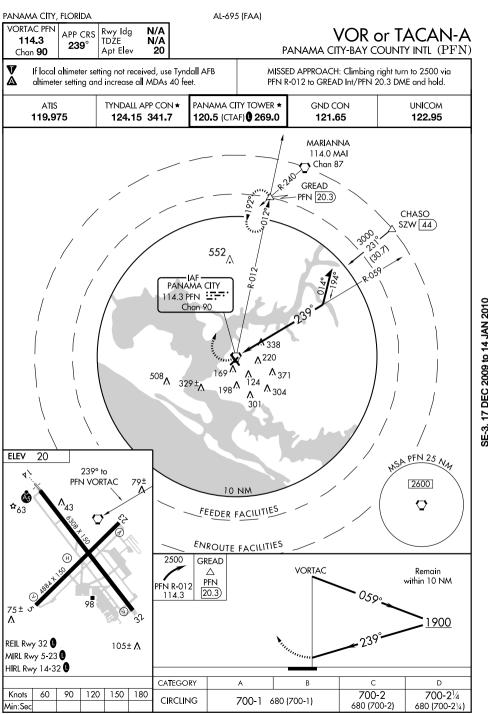


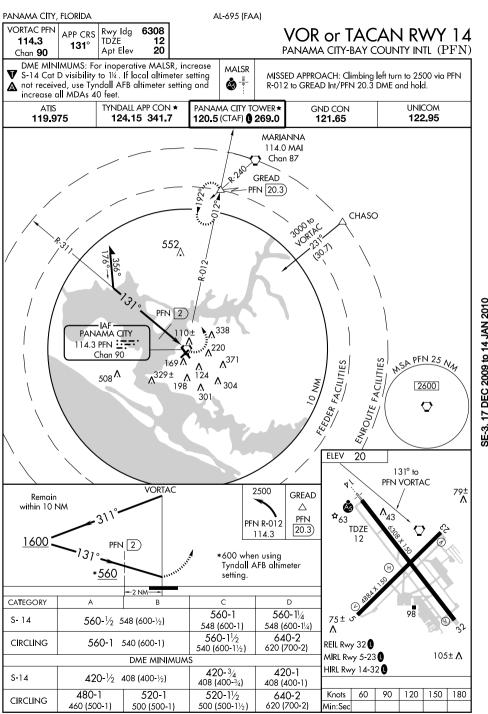


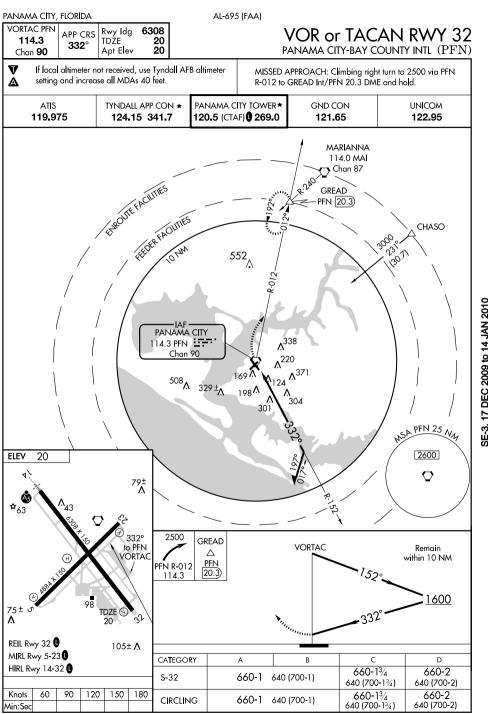


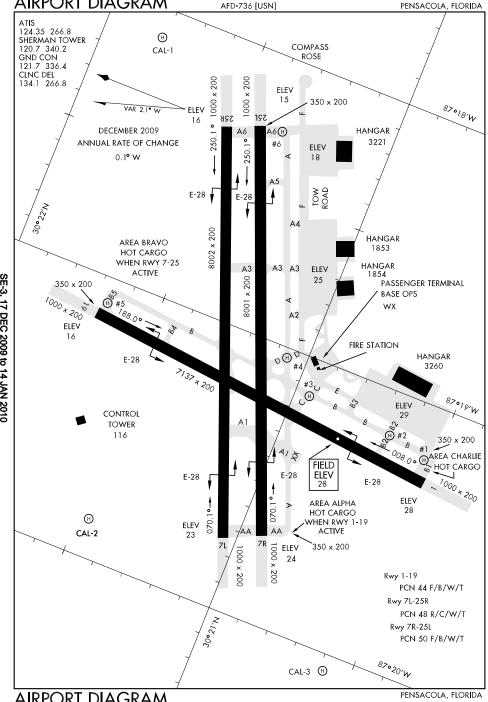
SE-3, 17 DEC 2009 to 14, IAN 2010





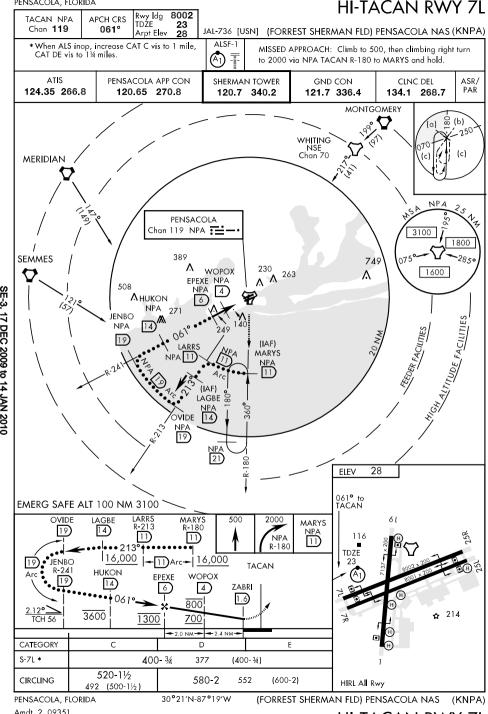


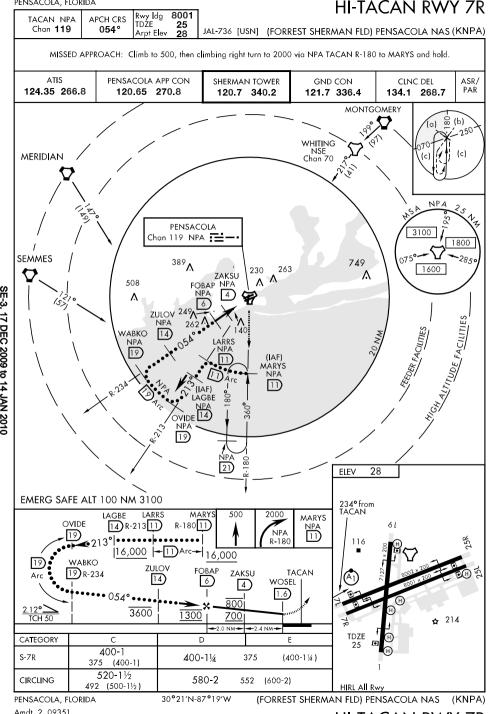


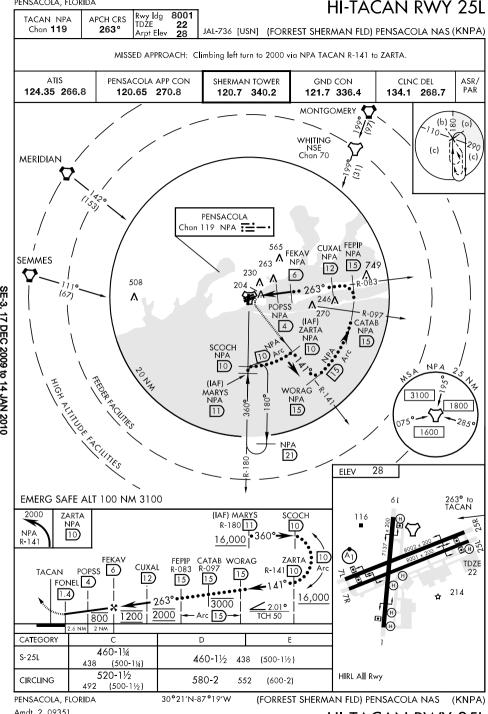


PENSACOLA, FLORIDA HI-TACAN RWY 1 Rwy Idg TDZE 7137 TACAN NPA APCH CRS 28 Chan 119 012° JAL-736 [USN] (FORREST SHERMAN FLD) PENSACOLA NAS (KNPA) Arpt Elev MISSED APPROACH: Climbing right turn to 2000 via NPA TACAN R-141 to ZARTA, NPA R-141/10 DME. ATIS PENSACOLA APP CON SHERMAN TOWER GND CON CLNC DEL ASR/ PAR 124.35 266.8 120.65 270.8 120.7 340.2 121.7 336.4 134.1 268.7 MONTGOMERY (p) 8 (a) WHITING (c) Chan 70 MERIDIAN 37 /42° 1153) PENSACOLA Chan 119 NPA 💳 565 SEMMES 749 230 263 ۸ Λ Λ 508 167 SCOCH ۸ MINIC NPA 10 NPA (IAF) 4 ZARTA BULBE 6 NPA 10 NPA AMMON WORAG NPA NPA 12 NPA 15 CONOS 3100 NPA 15 1800 2850 1600 21) R-180 28 **ELEV** EMERG SAFE ALT 100 NM 3100 2000 SCOCH MARYS ZARTA ZARTA R-180 R-180 11) NPA R-141 10 NPA 10 10 10 16,000 116 10) R-141 WORAG CONOS R-141 R-192 15 15 **TACAN** 12) MINIC COVAD 16,000 0120 1.8 Arc 2000 <u>2.25</u>°≥ 214 1200 15) 1300 TCH 50 800 2 NM 2.2 NM CATEGORY C D **TDZE** 460-11/4 S-1 460-11/2 28 432 (500-11/2) 432 (500-11/4) 012° to TACAN 520-11/2 580-2 CIRCLING 552 (600-2)HIRL All Rwy 492 (500-11/2) 30°21′N-87°19′W PENSACOLA, FLORIDA (FORREST SHERMAN FLD) PENSACOLA NAS (KNPA) Amd+ 2 00351

SE-3, 17 DEC 2009 to 14 JAN 2010

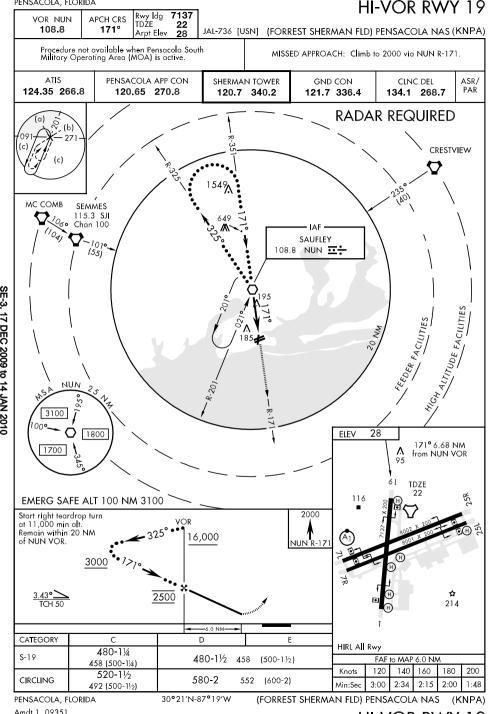


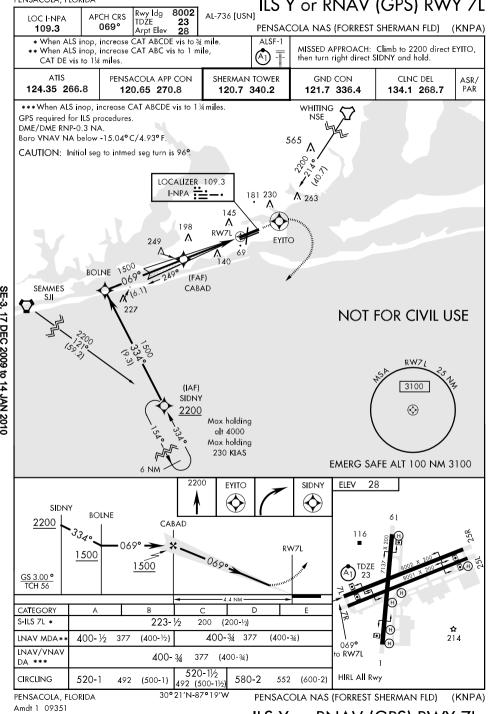


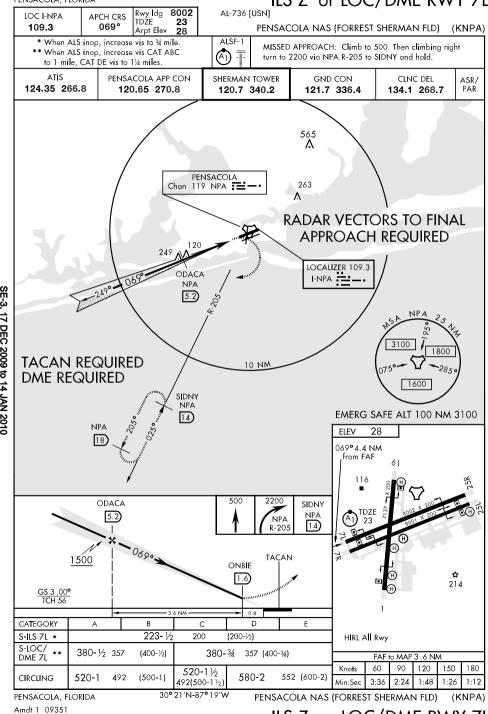


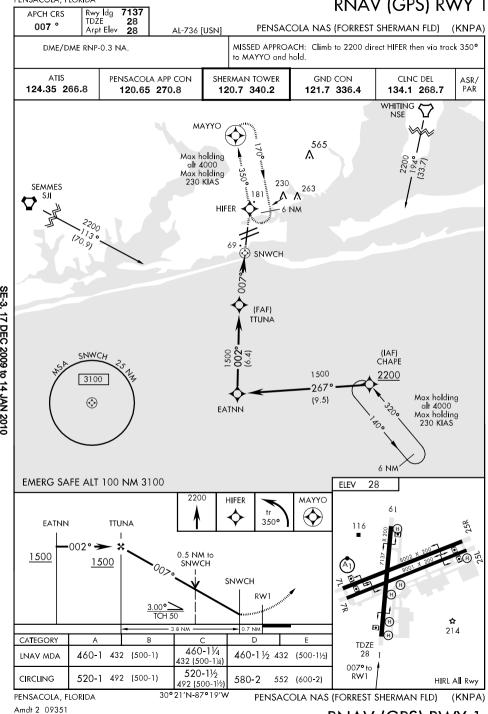
PENSACOLA, FLORIDA HI-TACAN RWY 25R Rwy Idg TDZE 8002 TACAN NPA APCH CRS 21 28 Chan 119 253° JAL-736 [USN] (FORREST SHERMAN FLD) PENSACOLA NAS (KNPA) Arpt Elev MISSED APPROACH: Climbing left turn to 2000 via NPA TACAN R-141 to ZARTA. ATIS PENSACOLA APP CON SHERMAN TOWER GND CON CLNC DEL ASR/ PAR 124.35 266.8 120.65 270.8 120.7 340.2 121.7 336.4 134.1 268.7 MONTGOMERY (b) 8 (a) WHITING NSE Chan 70 (c) MERIDIAN 1153) /42° 269 GEDAF NPA 565 NATNE NPA ∧ NPA **PENSACOLA** 15) Chan 119 NPA SEMMES R-073 263 6) A749 230 <sup>246</sup>∧ 508 167 204 NONIE NPA 4 R-097 (IAF) CATAB NPA ZARTA 10) SCOCH NPA 15 NPA 10) 10 NPA (IAF) MARYS WORAG 3100 NPA 111 1800 15 285 1600 NPA 21) **ELEV** 28 253° to EMERG SAFE ALT 100 NM 3100 116 (IAF) MARYS SCOCH ZARTA R-180 11 10) NPA NPA 16,000 10 R-141 ZARTA NATNE GEDAF CATAB WORAG NONIE 6 R-141 10 **TACAN** JABUD R-073 TOROE 4 12 15) 1.4) 16,000 253° 3000 **∠** 2.01° ☆ 2000 - Arc 15 214 1200 TCH 50 800 2.6 NM CATEGORY 460-11/4 S-25R 460-11/2 439 (500-11/2) 439 (500-11/4) 520-11/2 **CIRCLING** 580-2 552 (600-2)HIRL All Rwy 492 (500-11/2) 30°21′N-87°19′W (KNPA) PENSACOLA, FLORIDA (FORREST SHERMAN FLD) PENSACOLA NAS Amdt 2 00351

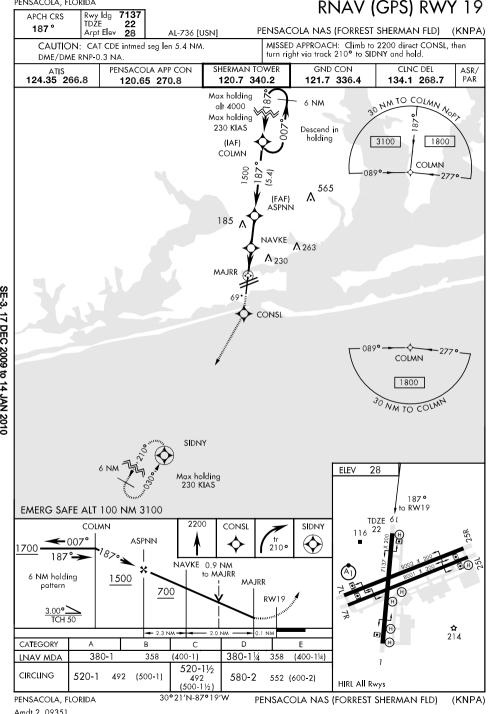
SE-3, 17 DEC 2009 to 14 JAN 2010

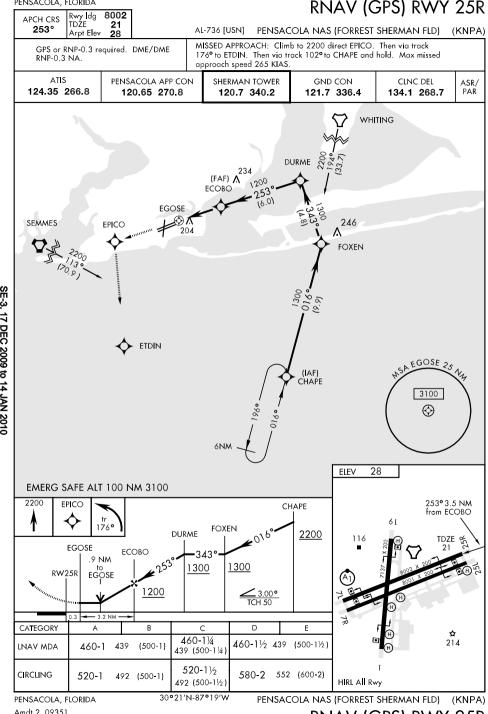


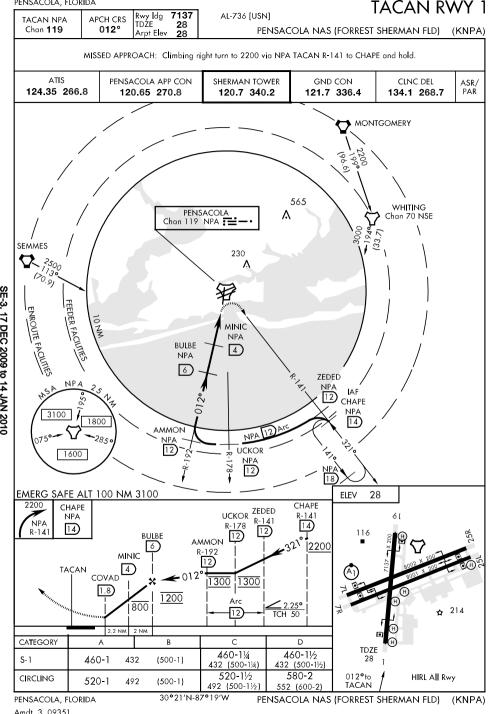


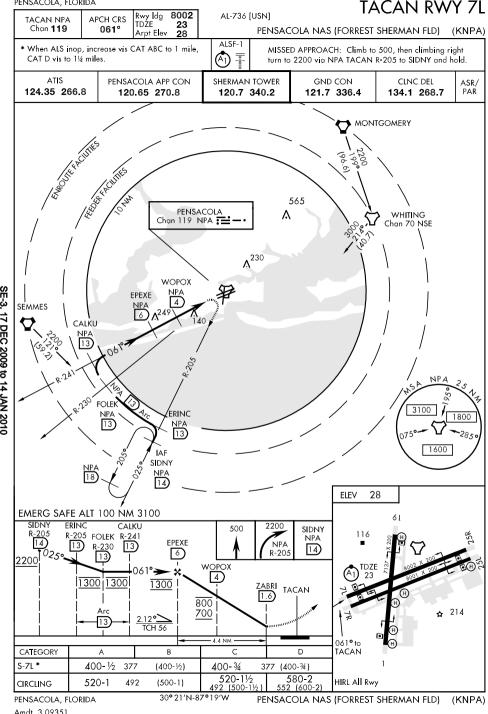


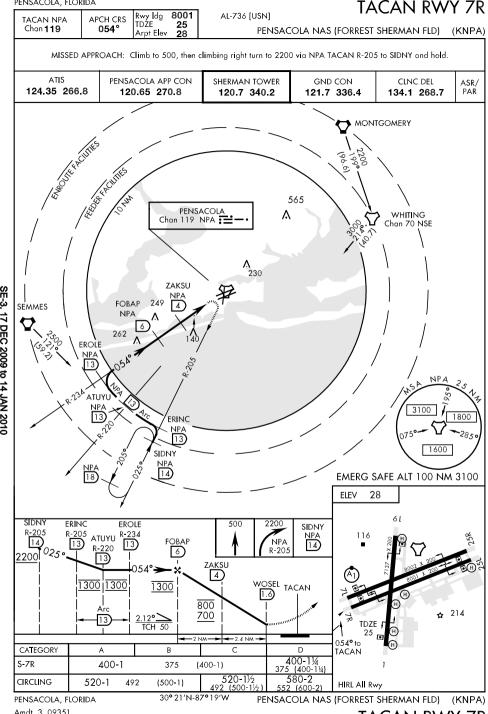


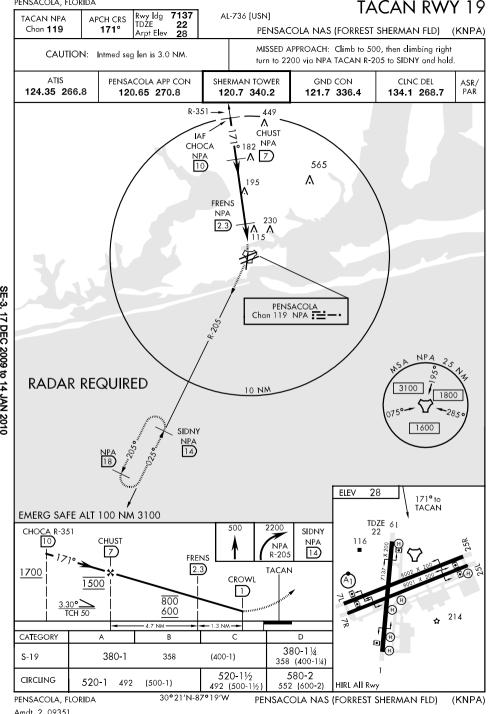


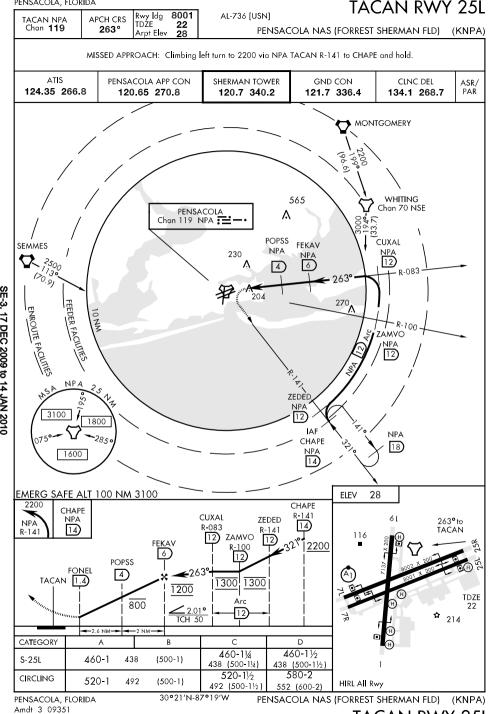


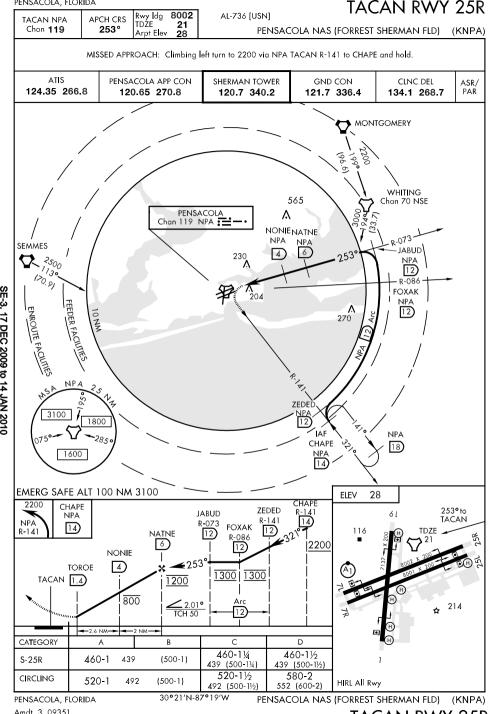


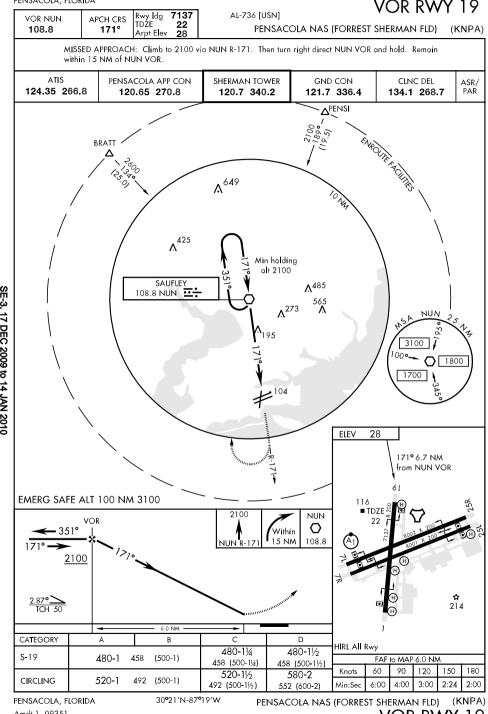


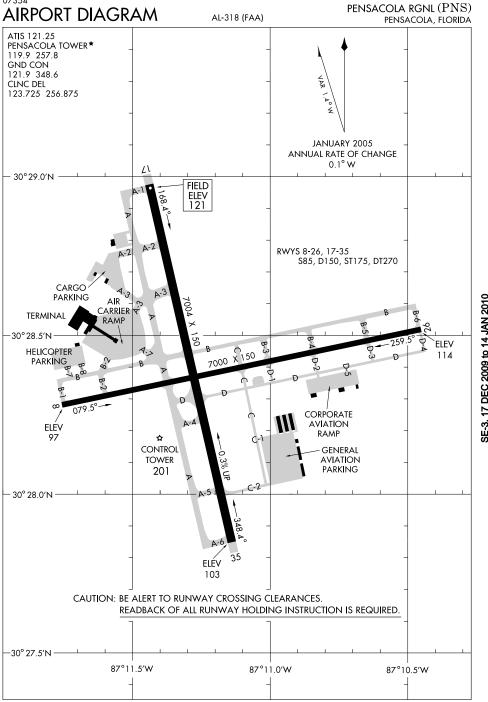


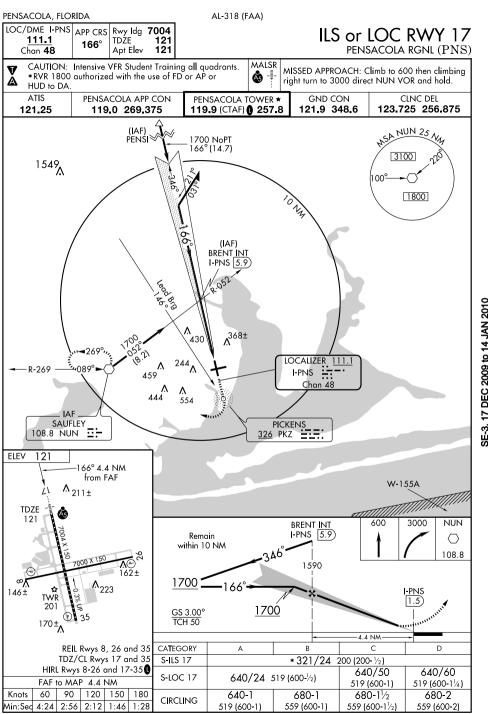


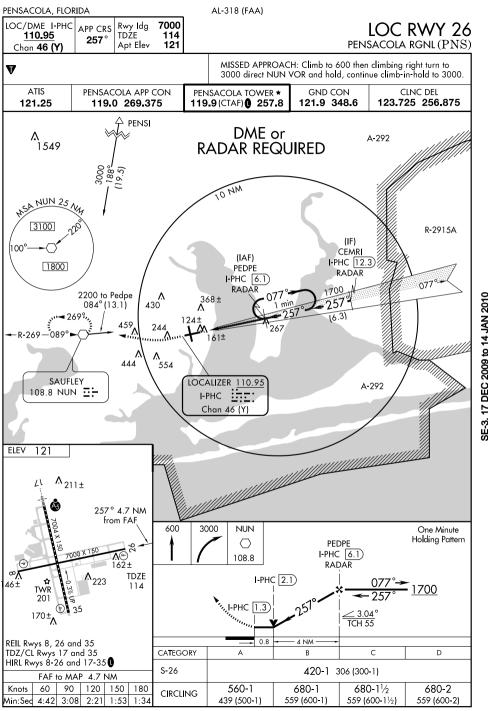


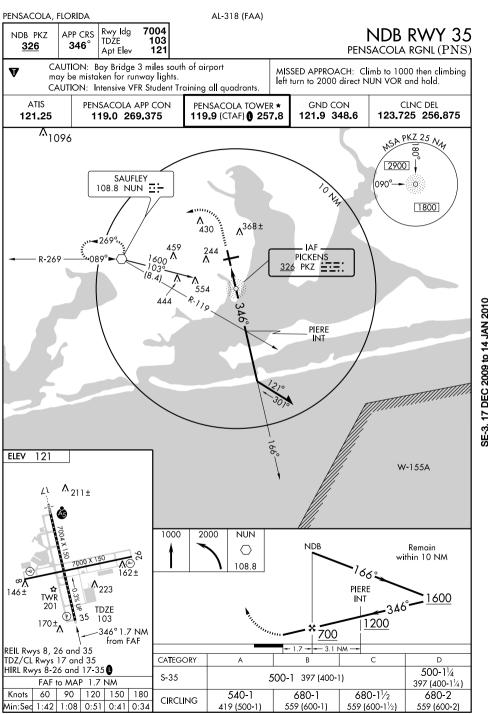


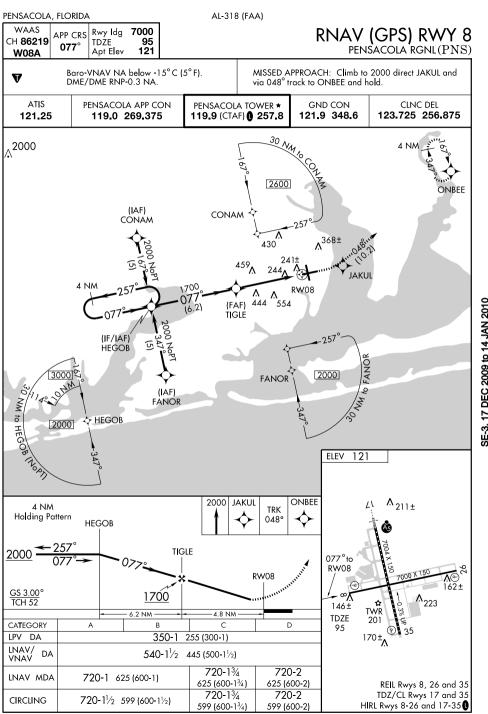


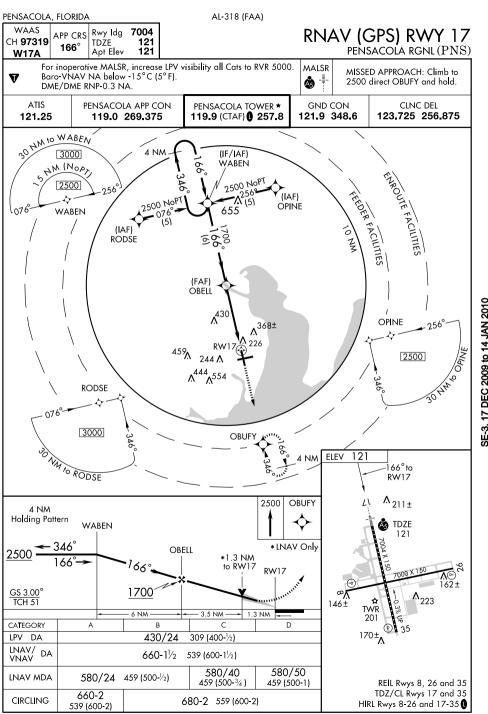


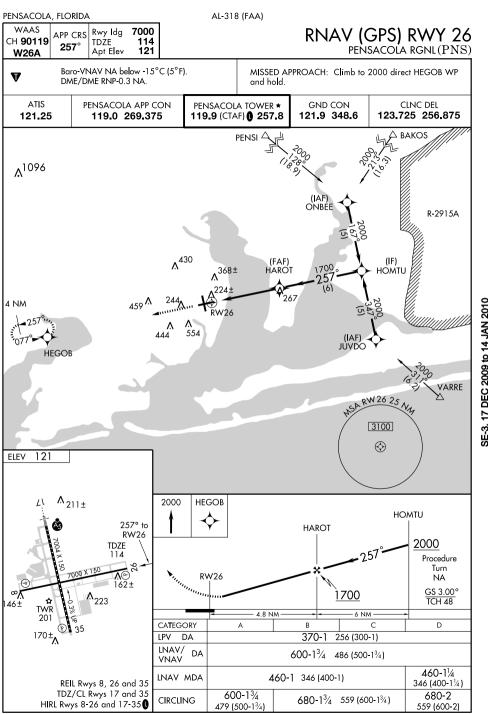


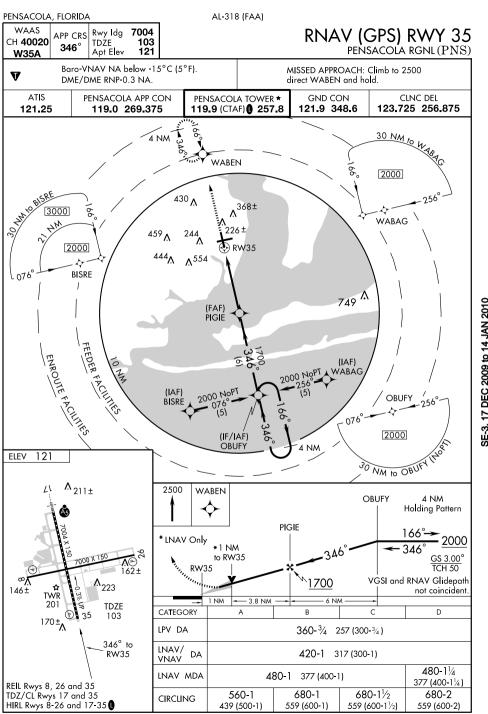


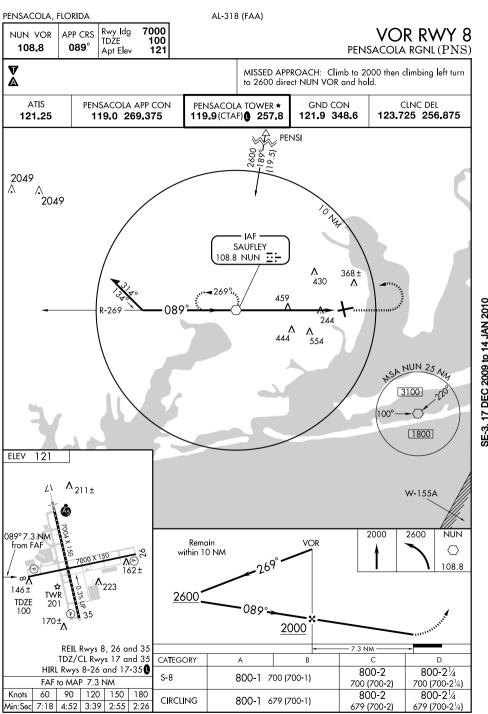


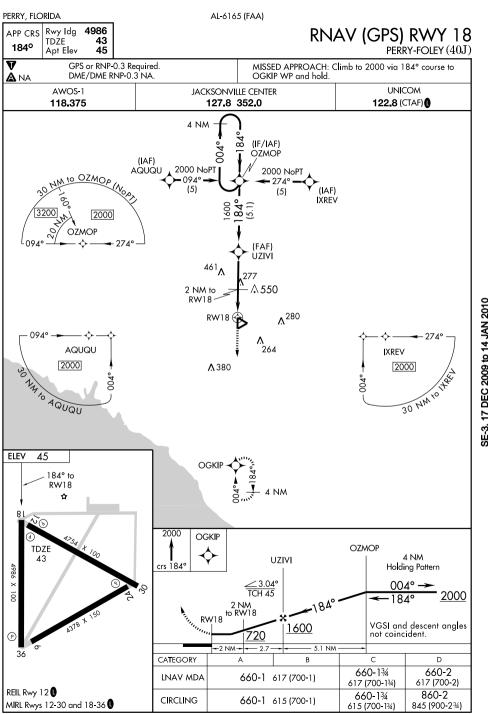


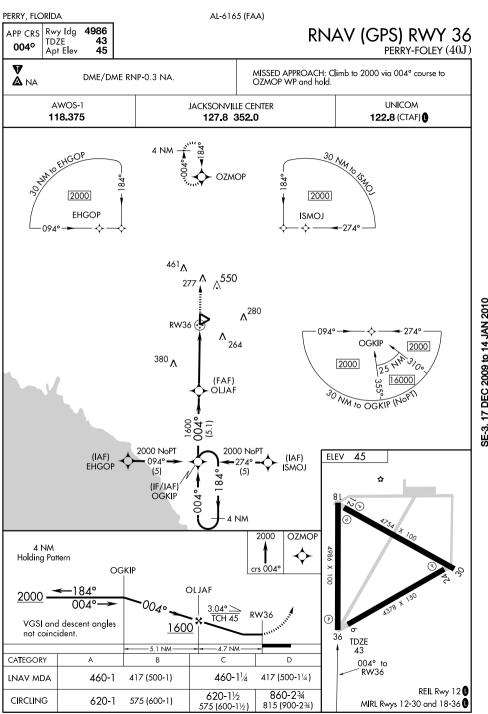


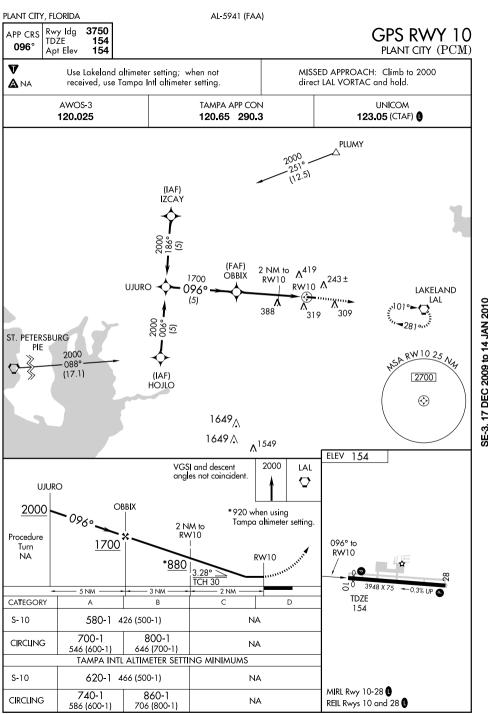


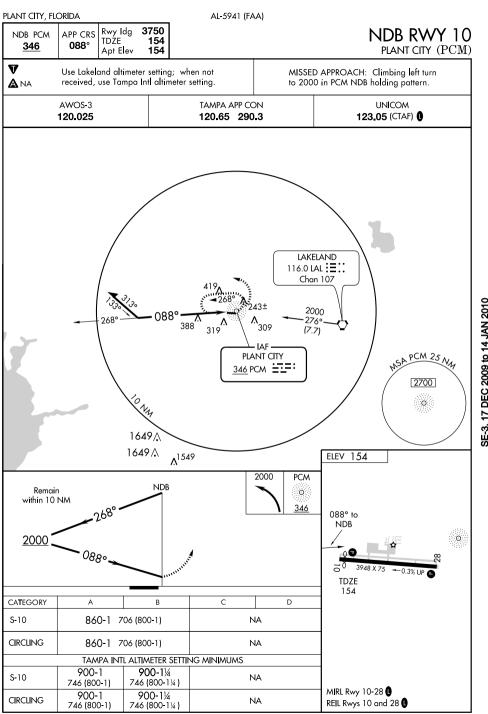


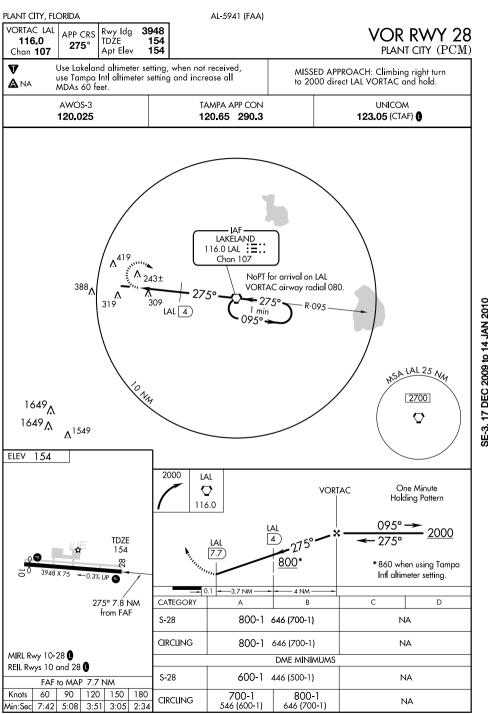




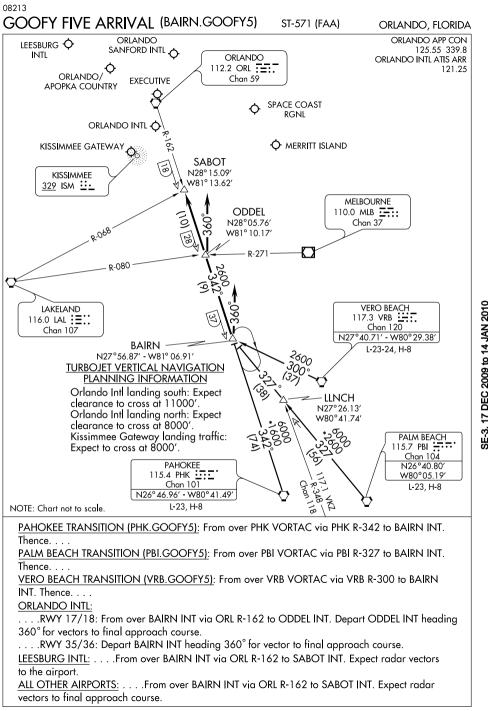


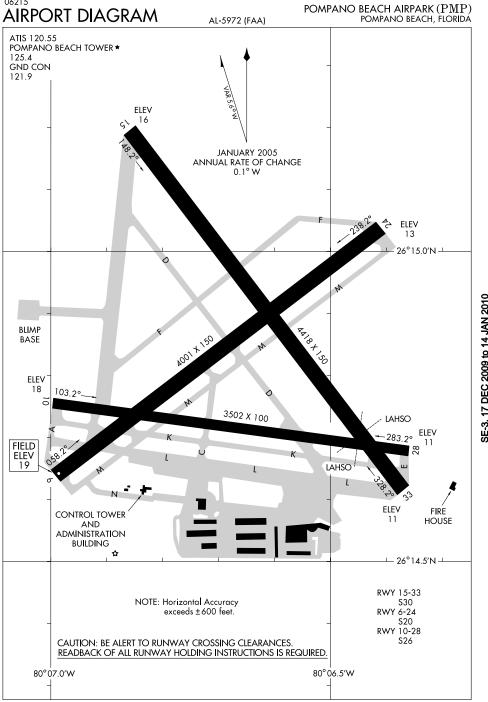


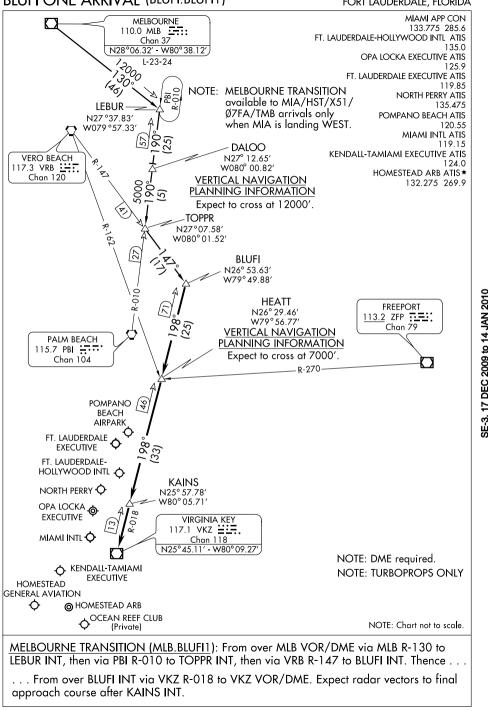


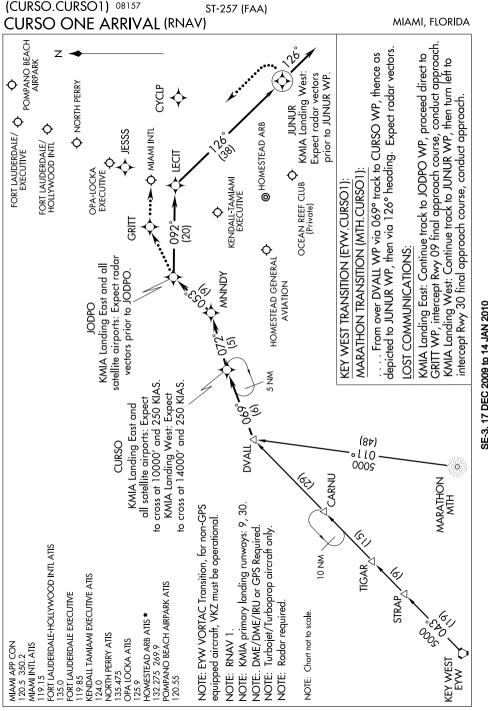


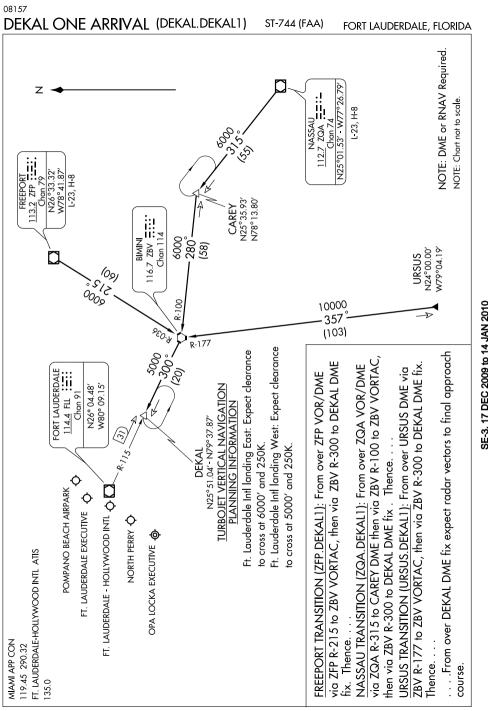
(COSTR.COSTR2) 09239 ST-571 (FAA) ORLANDO INTL COSTR TWO ARRIVAL (RNAV) ORLANDO, FLORIDA ORLANDO APP CON 125.55 338.2 **LEESBURG** ORLANDO ORLANDO INTL ATIS SANFORD INTL INTI 121.25 KNUKL ᄉ ORLANDO/ ONNER APOPKA COUNTRY NOTE: RNAV 1. ORLANDO **TWONA** NOTE: Radar Required. **EXECUTIVE** NOTE: DME/DME/IRU or GPS Required. SPACE COAST NOTE: TURBOJET/TURBOPROP aircraft only. **RGNL** NOTE: For aircraft landing satellite airports: expect radar vectors after COSTR. **KRAKN ORLANDO** INTL MERRITT **ISLAND** 4 KISSIMMEE **GATEWAY** TINKR **BIGGR ANDRO** Expect to cross at 13000. **EXBAN** 066° <sup>'P</sup>00 KMCO Landing North: PATRICK 060° (5)Expect 250 KIAS. **AFB** 141 ST PETERSBURG Ò **SETME** GROPE PIF MELBOURNE SE-3, 17 DEC 2009 to 14 JAN 2010 Expect to cross LAKELAND COSTR INTI at FL210. 1260 LAL KMCO Landing North: 5 NM Expect radar vectors after 13000 5000 COSTR SIMMR 101° (62) (29) 066° 066° (8) (3) (29) MOANS KMCO Landina North: 8 NM Expect to cross at 10000 8 NM **GUMMY** and 250 KIAS. KMCO Landing South: 8 NM **SYKFS** Expect to cross at 13000. Expect to cross at FL230. **DOWNN BOXKR** 13000 075° (14) 8 NM ARRIVAL DESCRIPTION BOXKR TRANSITION (BOXKR.COSTR2): LA BELLE TRANSITION (LBV.COSTR2): LEE COUNTY TRANSITION (RSW.COSTR2): IA BFIIF SIMMR TRANSITION (SIMMR.COSTR2): IBV ST. PETERSBURG TRANSITION (PIE.COSTR2): From over COSTR via 060° track to BIGGR. LEE COUNTY thence as depicted to KNUKL. **RSW** NOTE: Chart not to scale.

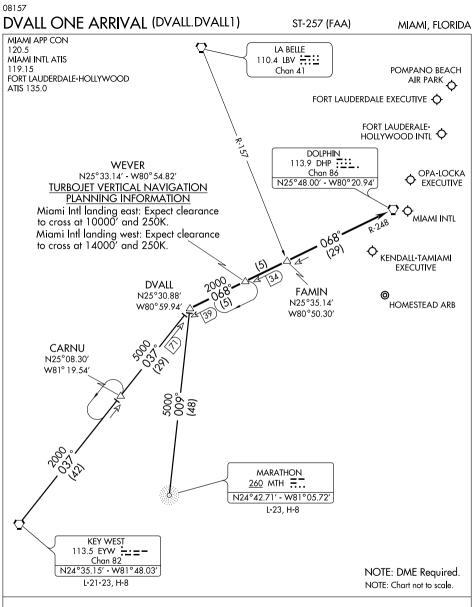










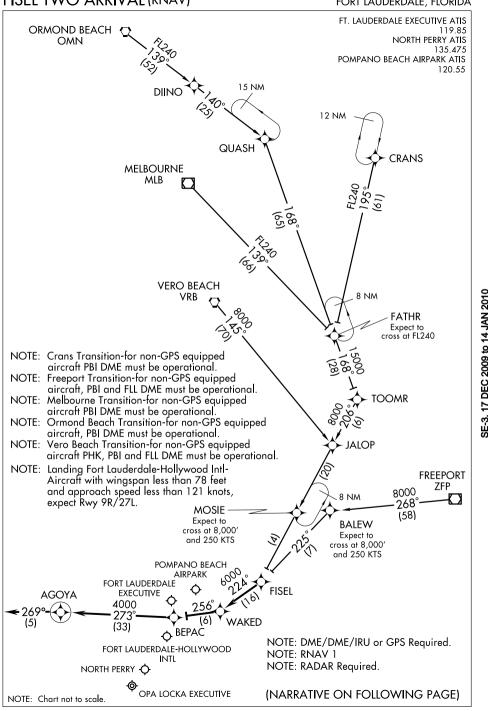


KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037 to DVALL INT. Thence. . . .

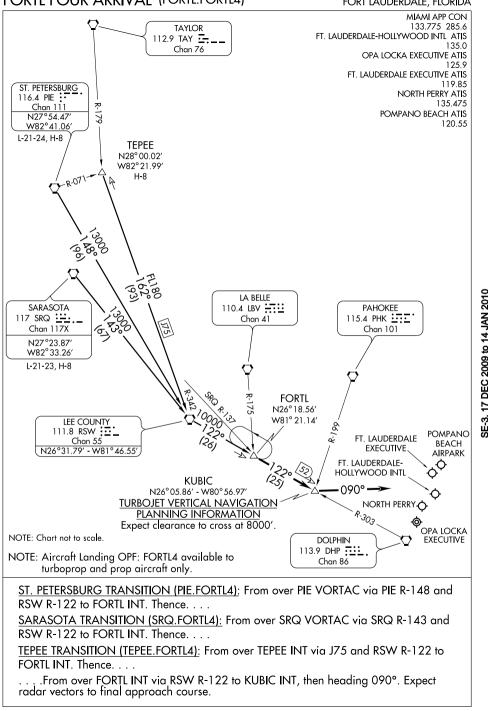
MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . . .

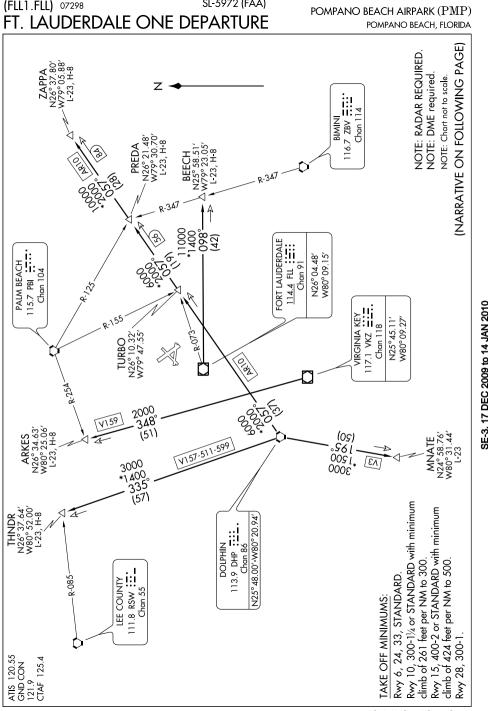
. . . . From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

SE-3, 17 DEC 2009 to 14 JAN 2010



HOLL IVVO ARRIVAL(RIVAV) FORT LAUDERDALE, FLORIDA ARRIVAL ROUTE DESCRIPTION CRANS TRANSITION (CRANS.FISEL2): FREEPORT TRANSITION (ZFP.FISEL2): MELBOURNE TRANSITION (MLB.FISEL2): ORMOND BEACH TRANSITION (OMN.FISEL2): VERO BEACH TRANSITION (VRB.FISEL2): From over FISEL WP via 224° track to WAKED WP, thence as depicted to AGOYA WP. Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to AGOYA WP. Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course after FISEL WP. SE-3, 17 DEC 2009 to 14 JAN 2010 Landing Fort Lauderdale Executive, Pompano Beach Airpark, Opa Locka, North Perry: Expect radar vectors to final approach course prior to WAKED WP.





## FT LAUDERDALE ONE DEPARTURE

SL-5972 (FAA)



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6, 24, 28, 33: Climb on assigned heading. Thence...

TAKE-OFF RUNWAY 10, 15: Climb on assigned heading to 500 before turning. Thence...

.... Maintain 2000 or assigned higher altitude and expect radar vectors to appropriate transition.

Expect further clearance to filed altitude ten minutes after departure.

ARKES TRANSITION (FLL1.ARKES): Intercept VKZ VOR/DME R-348 to ARKES INT. Then as filed.

BEECH TRANSITION (FLL1. BEECH): From FLL VOR/DME via R-098 to BEECH INT. Then as filed.

MNATE TRANSITION (FLL1.MNATE): From over DHP VORTAC via R-195 to MNATE DME fix. Then as filed.

<u>PREDA TRANSITION (FLL1.PREDA):</u> From over DHP VORTAC via R-057 to PREDA INT. Then as filed. If filed via BR70V, expect radar vector to filed route after PREDA. If radio contact is not established by PREDA, turn right heading 120° and join filed route.

THNDR TRANSITION (FLL1.THNDR): From over DHP VORTAC via DHP R-335 to THNDR INT.

Then as filed. ZAPPA TRANSITION (FLL1.ZAPPA): Intercept DHP VORTAC R-057 to ZAPPA. Then as filed.

## **TAKE-OFF OBSTACLES**

NOTE: Rwy 6: Multiple trees beginning 102' from DER, 233' right of centerline, up to 70' AGL/84' MSL. Multiple trees beginning 298' from DER, 26' left of centerline, up to 79' AGL/88' MSL.

trees beginning 298' from DER, 26' left of centerline, up to 79' AGL/88' MSL.

NOTE: Rwy 10: OL pole 154' from DER, 132' left of centerline, 7' AGL/18' MSL. Multiple trees beginning 427'
from DEP, 12' left of centerline, up to 48' AGL/62' MSL Pale 470' from DEP, 23' left of centerline

from DER, 12' left of centerline, up to 48' AGL/62' MSL. Pole 670' from DER, 23' left of centerline, 22' AGL/ 33' MSL. Multiple trees beginning 711' from DER, 67' right of centerline, up to 49' AGL/63' MSL. Building 760' from DER, 343' right of centerline, 29' AGL/40' MSL. Rod on Lt pole, 891' from DER, 733' right of centerline, 41' AGL/52' MSL. Multiple light poles beginning 1264' from DER, 417' right of centerline,

Building 760' from DER, 343' right of centerline, 29' AGL/40' MSL. Rod on Lt pole, 891' from DER, 733' right of centerline, 41' AGL/52' MSL. Multiple light poles beginning 1264' from DER, 417' right of centerline, up to 50' AGL/59' MSL. Multiple light poles beginning 1340' from DER, 194' left of centerline, up to 50' AGL/59' MSL. Multiple flag poles beginning 1447' from DER, 167' left of centerline, up to 50' AGL/59' MSL. Building 1648' from DER, 418' right of centerline, 43' AGL/52' MSL. Antenna on building 2404' from DER,

287' right of centerline, 63' AGL/72' MSL. Antenna on building 5670' from DER, 604' right of centerline, 181' AGL/190' MSL. Multiple buildings 1.0 NM from DER, 888' left of centerline, 201' AGL/210' MSL.

NOTE: Rwy 15: Building 503' from DER, 569' left of centerline, 41' AGL/52' MSL. Multiple trees beginning 523' from DER, 152' left of centerline, up to 53' AGL/62' MSL. Multiple trees beginning 749' from DER, 190' right of centerline, up to 48' AGL/57' MSL. Rod on Lt pole 871' from DER, 387' left of centerline, 41' AGL/52' MSL. Light pole 1006' from DER, 453' left of centerline, 42' AGL/51' MSL. Buildings 1.1 NM from DER, 1259' left of centerline, 300' AGL/310' MSL. Antenna on building 1.1 NM from DER, 1131' left of centerline,

NOTE: Rwy 24: Multiple trees beginning 191' from DER, 24' right of centerline, up to 54' AGL/73' MSL. Multiple trees 423' from DER, 3' left of centerline, up to 91' AGL/110' MSL. Tank 630' from DER, 600' right of centerline, 61' AGL/80' MSL. Rod on building 724' from DER, 418' right of centerline, 41' AGL/60' MSL. OL on Lt pole 916' from DER, 66' right of centerline, 30' AGL/49' MSL. Rod OL tank 968' from DER, 712'

277' AGL/282' MSL. Building 1.7 NM from DER, 1385' right of centerline, 255' AGL/265' MSL.

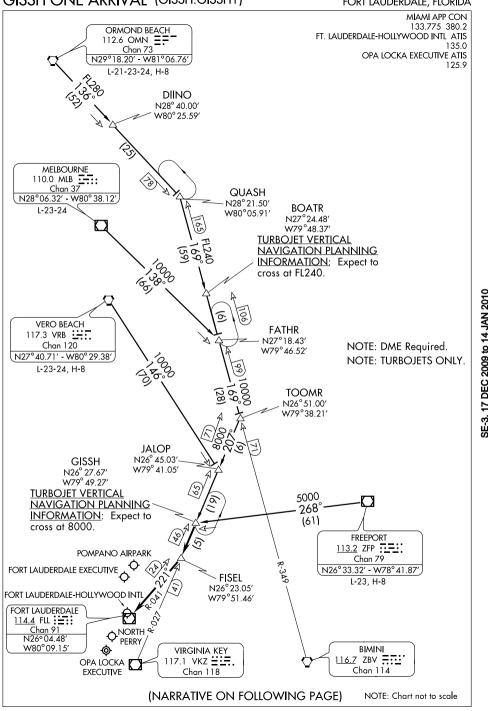
centerline, 61' AGL/80' MSL. Rod on building 724' from DER, 418' right of centerline, 41' AGL/60' MSL.

OL on Lt pole 916' from DER, 66' right of centerline, 30' AGL/49' MSL. Rod OL tank 968' from DER, 712' right of centerline, 54' AGL/73' MSL.

NOTE: Rwy 28: Multiple trees beginning 358' from DER, 140' left of centerline, up to 35' AGL/54' MSL. Lt pole

722' from DER, 389' left of centerline, 28' AGL/47' MSL. Rod on building 777' from DER, 429' left of centerline, 41' AGL/60' MSL. Rod on building 869' from DER, 454' left of centerline, 42' AGL/61' MSL. Multiple trees 1001' from DER, 238' right of centerline, up to 43' AGL/62' MSL. Tank 1177' from DER, 422' left of centerline, 45' AGL/64' MSL. Pole 1781' from DER, 33' left of centerline, 45' AGL/64' MSL. Tower 2650' DER, 1134' right of centerline, 190' AGL/207' MSL.

NOTE: Rwy 33: Multiple trees beginning 136' from DER, 157' left of centerline, up to 59' AGL/ 78' MSL. Antenna on building 529' from DER, 399' left of centerline, 18' AGL/ 34' MSL. Multiple trees 702' from DER, 458' right of centerline, up to 37' AGL/56' MSL.

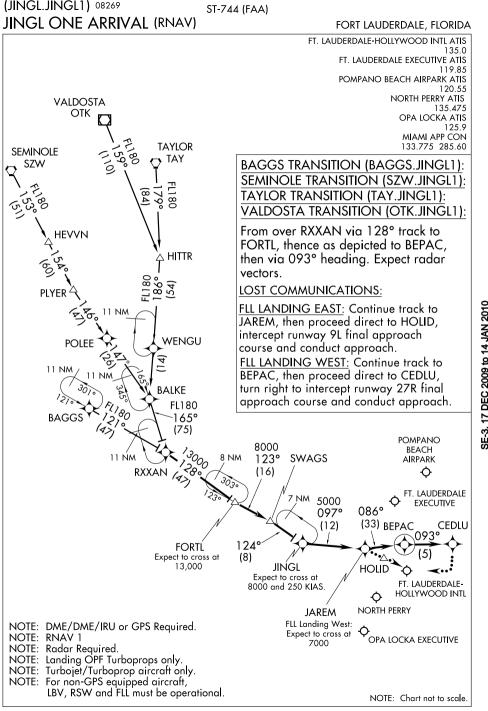


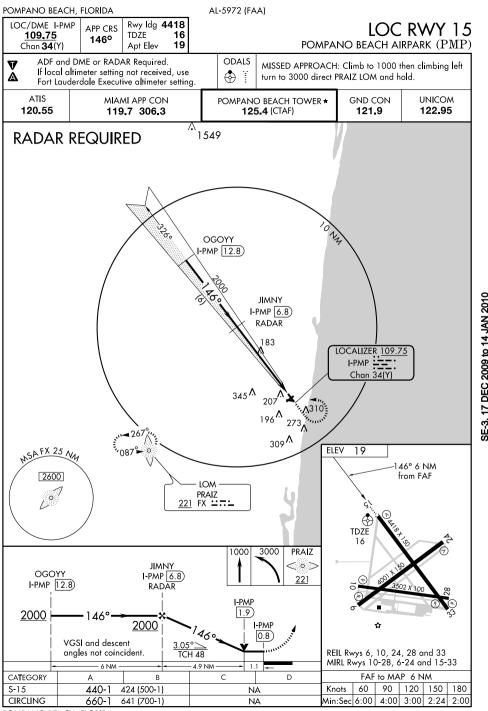
## ARRIVAL DESCRIPTION FREEPORT TRANSITION (ZFP.GISSH1): From over ZFP VOR/DME via ZFP R-268 to GISSH. Thence . . . . MELBOURNE TRANSITION (MLB.GISSH1): From over MLB VORTAC via MLB R-138 to FATHR, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . . ORMOND BEACH TRANSITION (OMN.GISSH1): From over OMN VORTAC via OMN R-136 to QUASH, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH Thence VERO BEACH TRANSITION (VRB.GISSH1): From over VRB VORTAC via VRB R-146 to JALOP, then via VKZ R-027 to GISSH. Thence . . . .

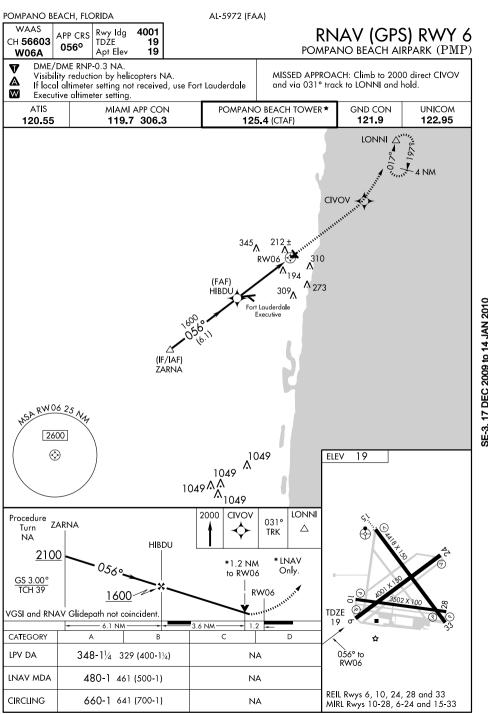
GISSIT CINE ARRIVAL (CISSITICISSITI)

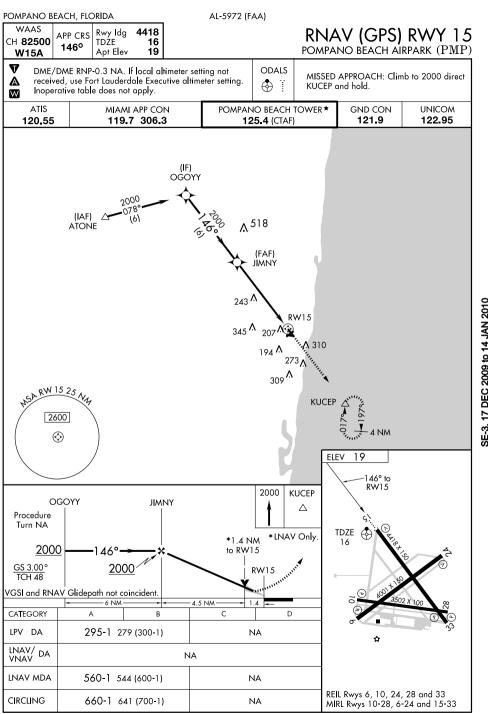
. . . . From over GISSH INT via VKZ R-027 to FISEL INT, then via FLL R-041, expect radar vectors to final approach course.

FORT LAUDERDALE, FLORIDA

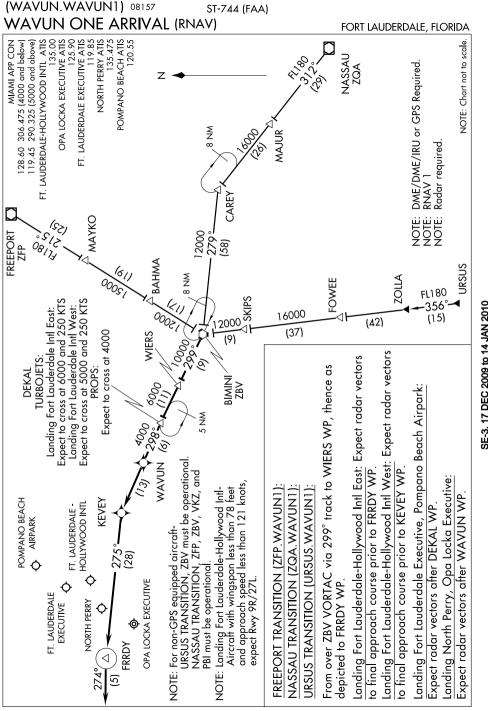




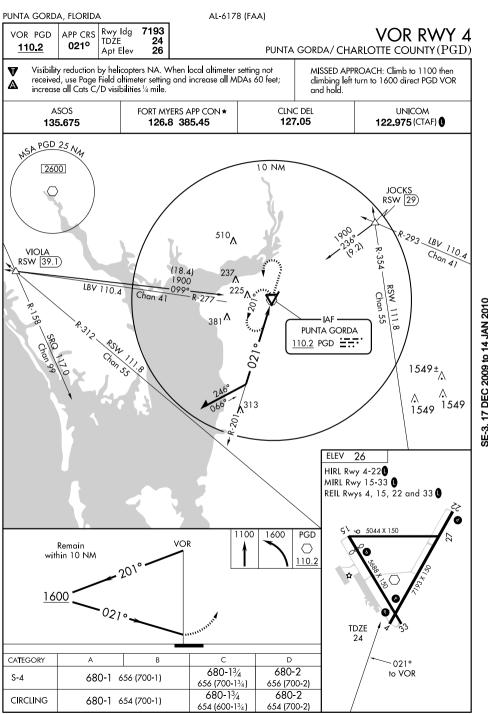


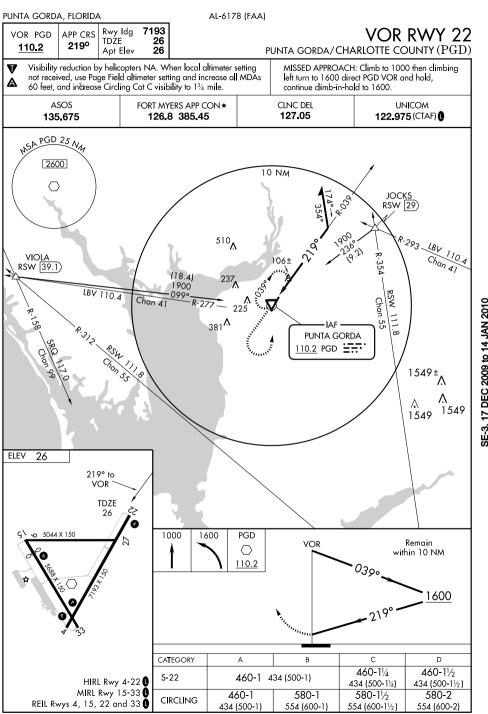


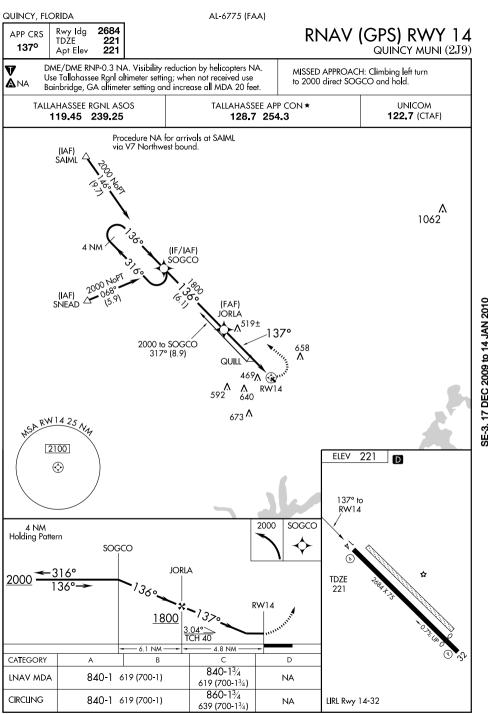
POMPANO BEACH, FLORIDA AL-5972 (FAA)						
CH 70500   10000   TD	vy Idg 4001 DZE 18 ot Elev 19			RNA POMPA	AV (GPS NO BEACH A	) RWY 24 IRPARK (PMP)
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Fort Lauderdale Executive altimeter setting. Visibility reduction by helicopters NA.  MISSED APPROACH: Climb to 2000 direct ECOYI and via 256° Track to KICKZ and hold.						
ATIS MIAMI APP CON 120.55 119.7 306.3			POMPANO BEA <b>125.4</b> (C		GND CON <b>121.9</b>	UNICOM 122.95
	H		NA for arrivals at /295/BR 64V l.	(IAF) A 176° (7.2)	Proced at MRL Northe	ure NA for arrivals IN via BR 68V astbound.
345 A 207A RW24  4 NM SW24  6 8 6) ECOYI A 273						
KICKZ	(8.6) Fort Lauderdale	V 300	7 2/3		MSA	2600 ©
© kgt 7 kg ≈ 3502 x 100	O SO CAT	NAV Only.  TEGORY  DA  AV/ DA  AV MDA	256° TRK	B 1 (300-1)	236°	700  Procedure Turn NA  GS 3.00° TCH 44  D  NA
REIL Rwys 6, 10, 24, 28 and 33 MIRL Rwys 10-28, 6-24 and 15-33 CIRCLING			660-1 641 (700-1)		NA	



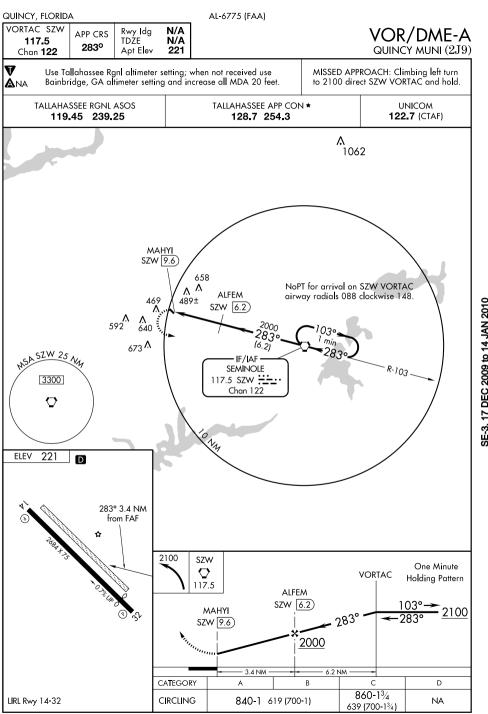
SE-3, 17 DEC 2009 to 14, IAN 2010

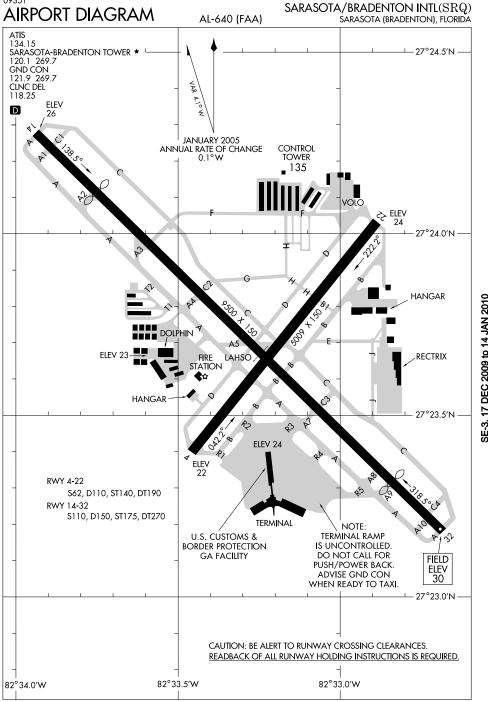


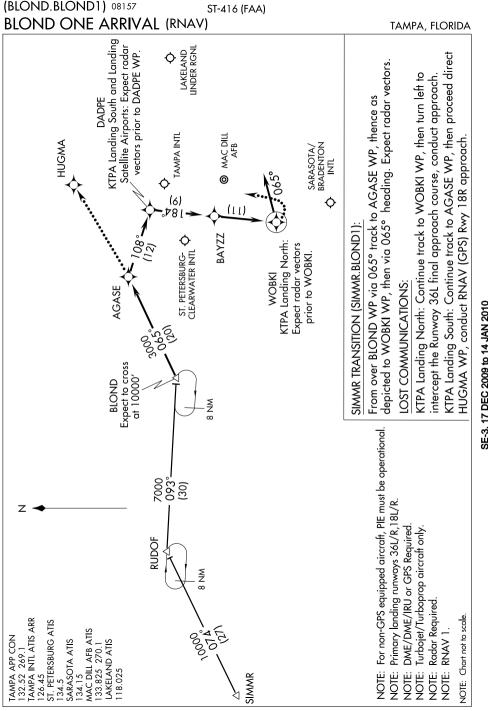


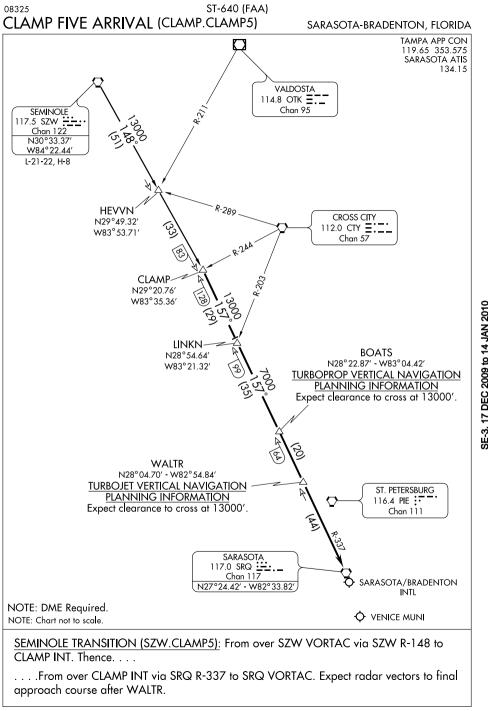


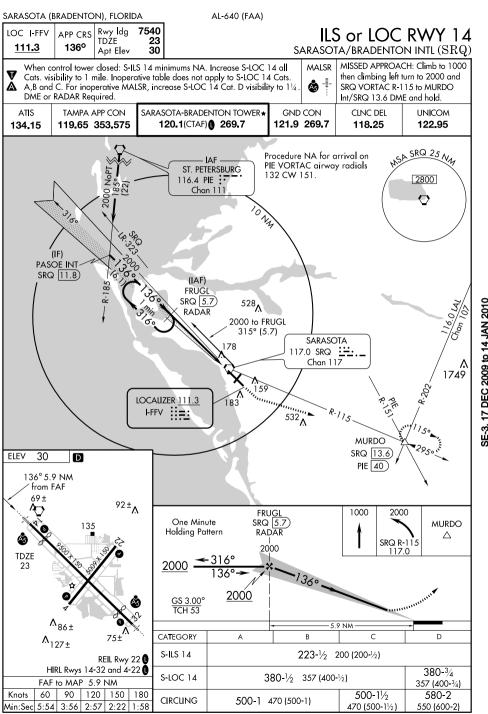
AL-6775 (FAA) QUINCY, FLORIDA RNAV (GPS) RWY 32 2360 Rwy Idg APP CRS TDŹE 221 QUINCY MUNI (2J9) 317° Apt Elev 221 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. V MISSED APPROACH: Climb to Use Tallahassee Rgnl altimeter setting; when not received use **A**NA 2000 direct SOGCO and hold. Bainbridge, GA altimeter setting and increase all MDA 20 feet. TALLAHASSEE RGNL ASOS TALLAHASSEE APP CON ★ UNICOM 122.7 (CTAF) 119.45 239.25 128.7 254.3 SOGCO SE-3, 17 DEC 2009 to 14, IAN 2010 ۸<sup>658</sup> SA RW32 25 Ny (IAF) LLOYD 2100 389 2000 1800 261 **(** (14.5) 285 (FAF) 16.11 HUVBU (IF) NISCI Procedure NA for arrivals at LLOYD via V198 Eastbound. ELEV 221 D 2000 SOGCO NISCI **HUVBU** 2000 **TDZE** 221 RW32 Procedure 1800 Turn <u>∠3.04</u>° TCH 40 NA 4.8 NM 6.1 NM 317° tó CATEGORY D RW32 700-11/4 700-1 479 (500-1) LNAV MDA NA 479 (500-11/4) 860-13/4 CIRCLING NA 840-1 619 (700-1) LIRL Rwy 14-32 639 (700-13/4)

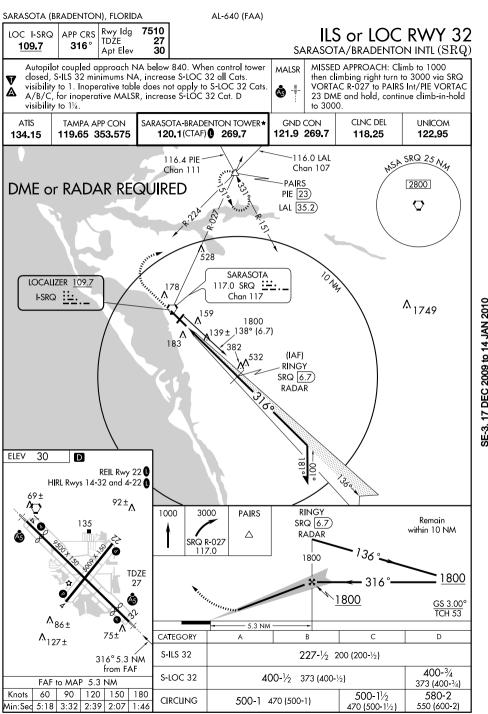


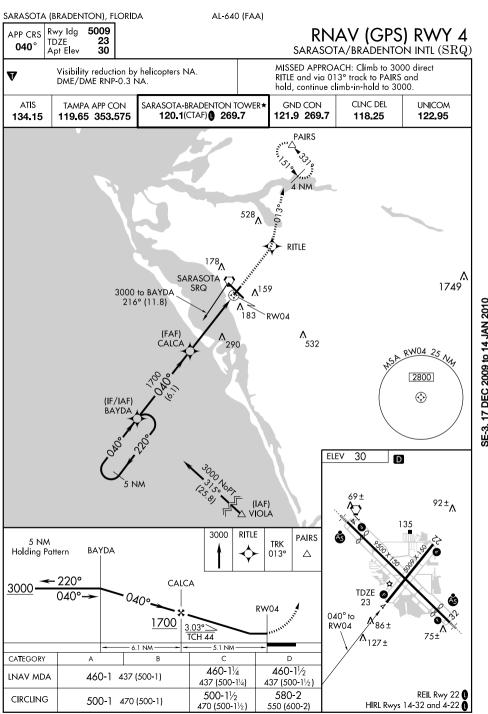


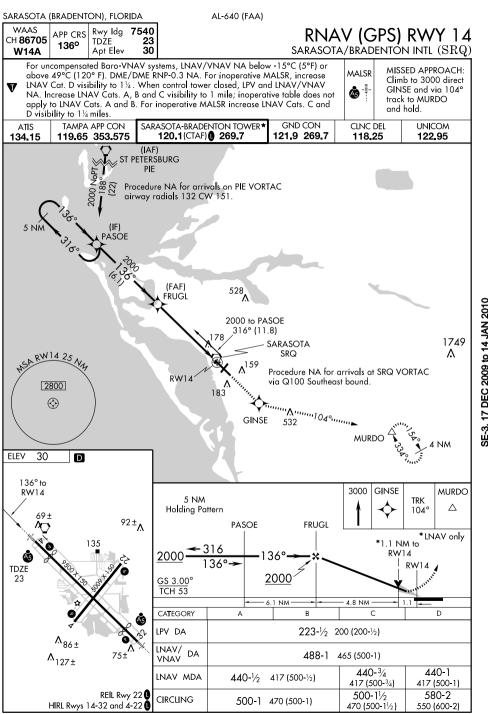


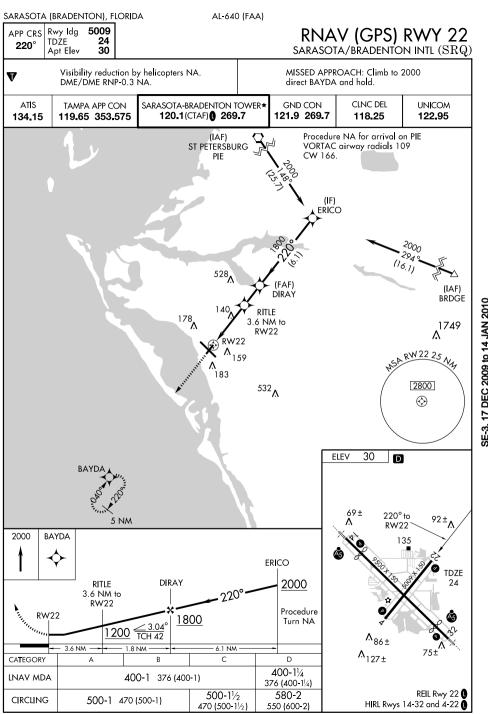


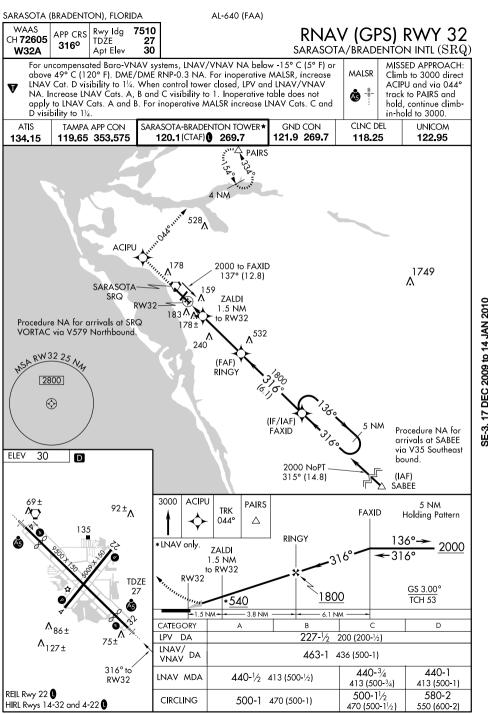












SARASOTA/BRADENTON INTL (SRQ)SARASOTA THREE DEPARTURE SARASOTA (BRADENTON), FLORIDA SRQ ATIS 134.15 SEMINOLE TAYLOR 117.5 SZW ::---CLNC DEL 118.25 112.9 TAY ---SRQ GND CON Chan 122 Chan 76 121.9 269.7 N30° 33.37′-W84° 22.44′ N30°30.28′-W82°33.17′ SARASOTA TOWER ★ L-21-22, H-8 120.1 (CTAF) L-21-24, H-8 TAMPA DEP CON 119.65 353.575 GATORS TPA DEP ATIS 116.2 GNV = 128.475 Chan 109 **CROSS CITY** 112.0 CTY **=:=**: N29°41.53′-W82°16.38′ L-21-24, H-8 Chan 57 N29°35.94′-W83°02.92′ L-21-24, H-8 ORLANDO 112.2 ORL :=:. LAKELAND Chan 59 116.0 LAL :=:: N28° 32.56′-W81° 20.10′ ST PETERSBURG Chan 107 L-21-23-24, H-8 116.4 PIE :-N27°59.17′-W82°00.83′ Chan 111 L-21-24, H-8 N27°54.47′-W82°41.06′ L-21-24, H-8 SARASOTA 117.0 SRQ :::-• TAKE-OFF MINIMUMS: Chan 117 Rwys 4, 22, NA - ATC N27°24.42′-W82°33.82′ Rwy 14, STANDARD L-21-23, H-8 Rwy 32, ATC climb SRQ of 500 feet per NM to 500. R-265 LEE COUNTY Rwy 32, Turbo-Jet aircraft 111.8 RSW :-do not turn prior to departure Chan 55 end of rwy. N26° 31.79′-W81° 46.55′ **CYPRESS** 108.6 CYY **ΞΞΞ** L-21-23, H-8 Chan 23 NOTE: RADAR Required. N26° 09.21′-W81° 46.69′ NOTE: Chart not scale. L-21-23, H-8 77 DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 14: Climb heading 136°. Expect radar vectors to join assigned route, thence.... TAKE-OFF RUNWAY 32: Climbing left turn to intercept SRQ R-265 westbound or as assigned by ATC. Expect radar vectors to join assigned route, thence....

SE-3, 17 DEC 2009 to 14, IAN 2010

SL-640 (FAA)

(SRQ3.SRQ) 08325

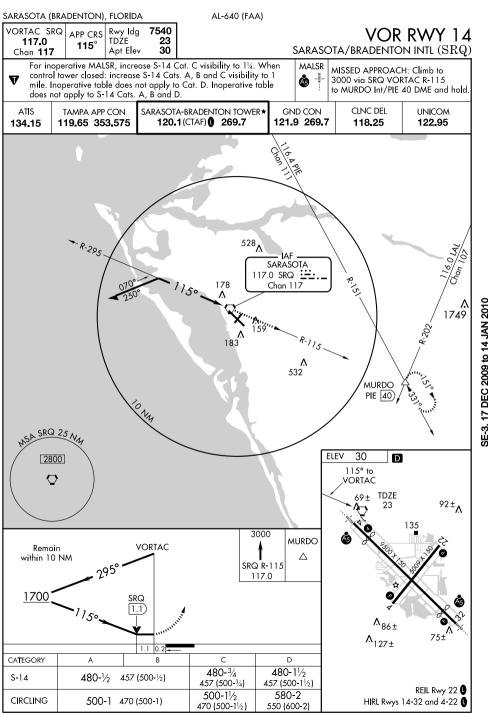
....maintain 3000 or ATC assigned altitude. Expect clearance to filed altitude ten (10) minutes after departure.

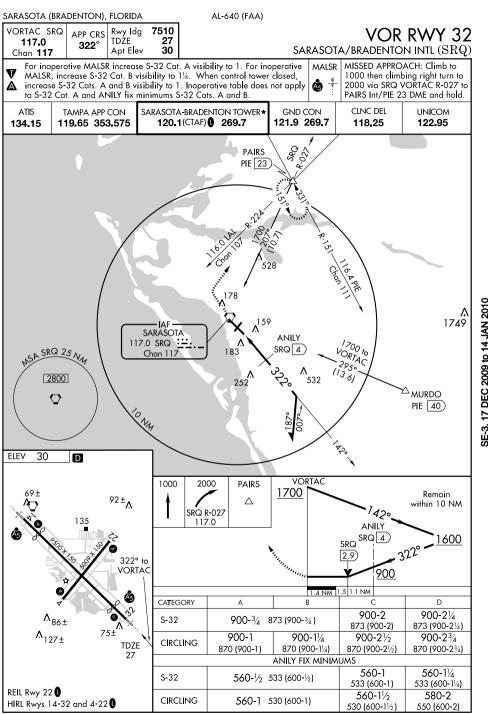
NOTE: Rwy 14: Multiple trees beginning 345 feet from DER, 277 feet right of centerline, up

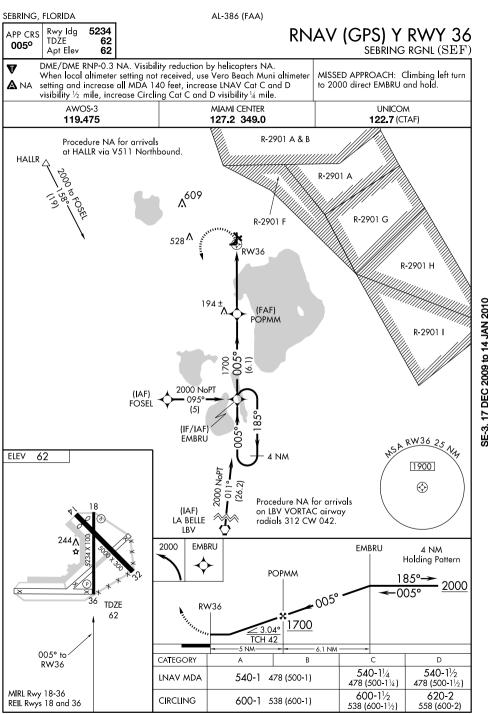
to 69 feet AGL/94 feet MSL. Multiple trees beginning 119 feet from DER, 365 feet left

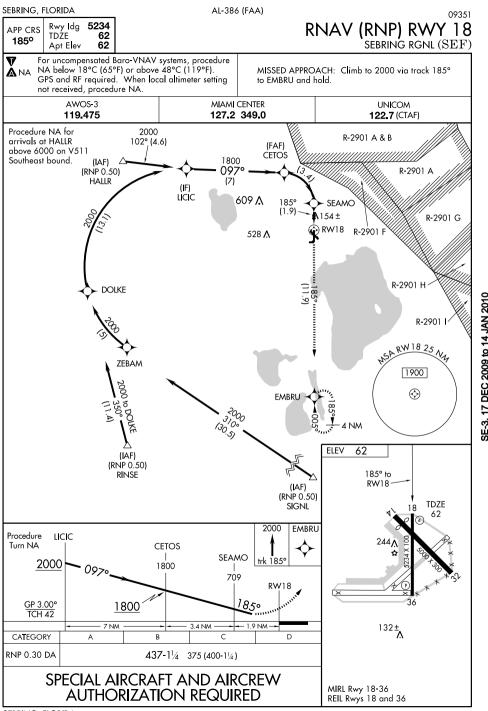
of centerline, up to 30 feet AGL/55 feet MSL. Railroad 431 feet from DER, 533 feet left of centerline, 24 feet AGL/44 feet MSL.

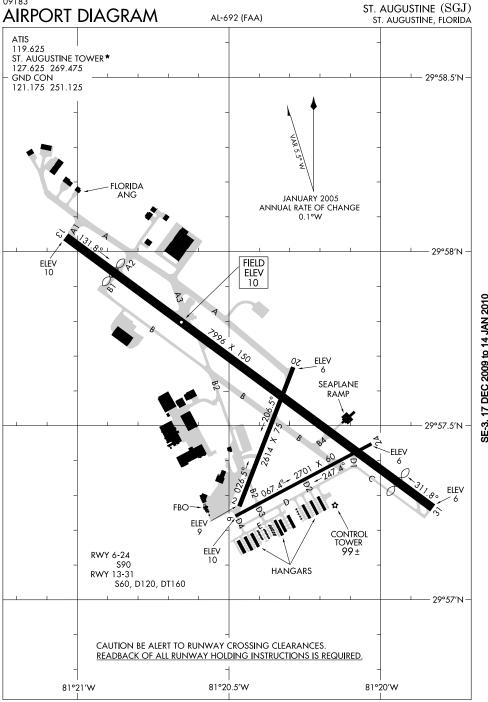
NOTE: Rwy 32: Multiple trees beginning 606 feet from DER, 2 feet right of centerline, up to 51 feet AGL/71 feet MSL. Multiple trees beginning 775 feet from DER, 113 feet left of centerline, up to 68 feet AGL/88 feet MSL. Wall 119 feet from DER, 465 feet left of centerline, 29 feet AGL/49 feet MSL. Pole 945 feet from DER, 531 feet left of centerline, 41 feet AGL/61 feet MSL. Antenna 732 feet from DER, 168 feet left of centerline, 34 feet AGL/54 feet MSL. Vehicle on road 675 feet from DER, 277 feet left of centerline, 17 feet AGL/51 feet MSL. Light pole 837 feet from DER, 326 feet left of centerline, 34 feet AGL/54 feet MSL. Tower 5,674 feet from DER, 1,845 feet left of centerline, 162 feet AGL/177 feet MSL.

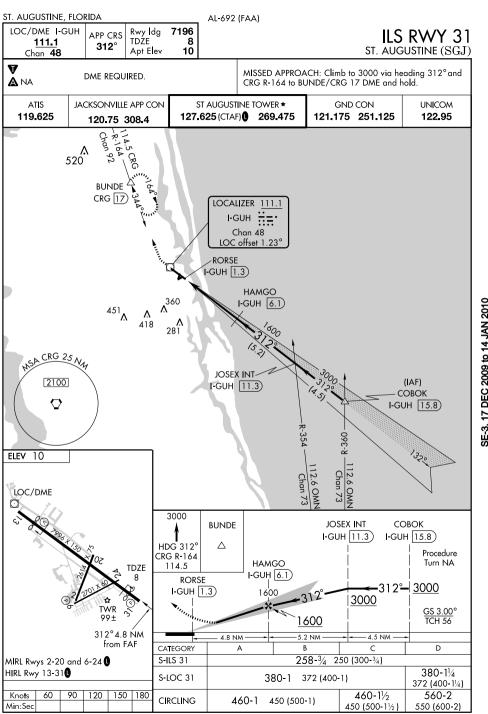








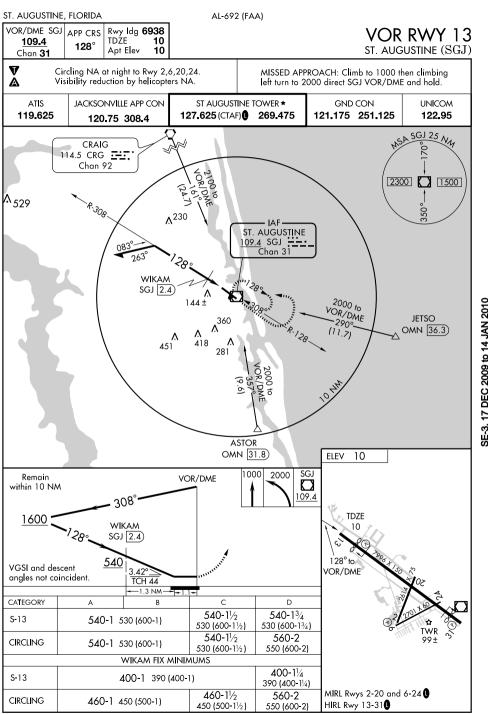


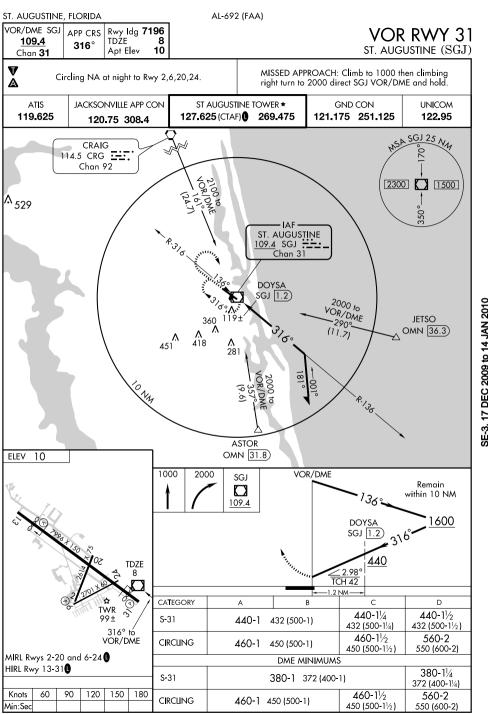


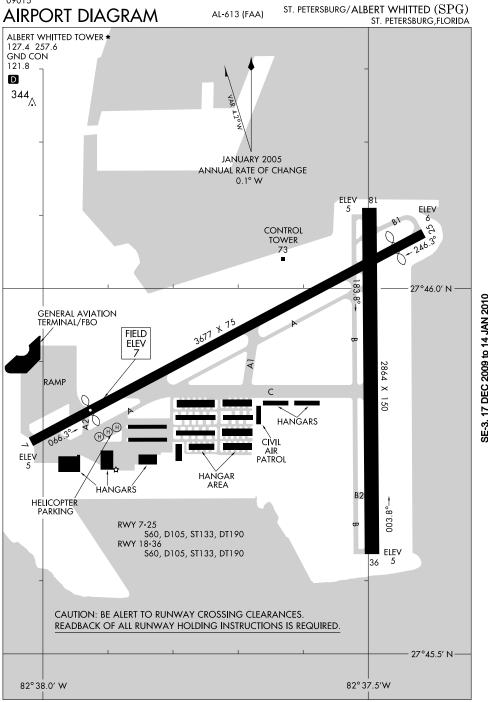
AL-692 (FAA) ST. AUGUSTINE, FLORIDA WAAS 6938 Rwy Idg RNAV (GPS) RWY 13 APP CRS CH 77711 TDŹE 10 130° ST. AUGUSTINE (SGJ) W13A Apt Elev 10 Baro-VNAV NA when using Jacksonville NAS/Towers Field altimeter setting. For uncompensated V MISSED APPROACH: Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME Climb to 2000 direct RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Α YUTKA and hold. Jacksonville NAS/Towers Field altimeter setting and increase all DA 57 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats. visibility 1/4 mile. ATIS JACKSONVILLE APP CON ST AUGUSTINE TOWER ★ GND CON UNICOM 121.175 251.125 122.95 119,625 120.75 308.4 127.625 (CTAF) ( 269.475 CRAIG Procedure NA for arrivals on CRG VORTAC CRG airway radials 164 CW 194. (IAF) ORSOF δ Δ (IF) TUNJU SE-3, 17 DEC 2009 to 14, JAN 2010 (FAF) UDUZO (IAF) **EFURC** Λ<sub>190</sub> 96± MISSED APCH FIX SARW13 25 M 4 NM 360 2300 YUTKA ♦ 281 ELEV 10 MATEO 130° to **RW13** 2000 Procedure TUNJU YUTKA VGSI and RNAV glidepath not coincident. Turn NA **UDUZO** 2000 130° TDZE 10 **RW13** GS 3.00° 1600 TCH 58 6 NM 4.8 NM CATEGORY IPV DA 357-11/4 347 (400-11/4) 99± LNAV/ DA 391-11/4 381 (400-11/4) 440-11/4 440-11/2 LNAV MDA 440-1 430 (500-1) 430 (500-11/4) 430 (500-11/2) MIRL Rwys 2-20 and 6-24 **()** 460-11/2 580-2 460-1 450 (500-1) CIRCLING HIRL Rwy 13-31 450 (500-11/2) 570 (600-2)

AL-692 (FAA) ST. AUGUSTINE, FLORIDA RNAV (GPS) RWY 31 ST. AUGUSTINE (SGJ) 7196 Rwy Ida APP CRS TDŹE 8 310° Apt E**l**ev 10 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local MISSED APPROACH: Climb V altimeter setting not received, use Jacksonville NAS/Towers Field altimeter setting to 2000 direct UDUZO and via Δ and increase all MDA 60 feet. Increase LNAV Cat C and D visibility 1/4 mile. 350° track to ORSOF and hold. ATIS JACKSONVILLE APP CON ST AUGUSTINE TOWER ★ GND CON UNICOM 119.625 127.625 (CTAF) 269.475 121.175 251.125 122.95 120.75 308.4 ORSOR 520 50± Procedure NA for arrivals at WIROX JETSO via V437 Northbound. 7 NM to **RW31** (IAF) (FAF) **JÈTSÓ** ODREC 281 **^** (IF) YÚTKA RW31 25 Ny 2300 10 **ELEV** (IAF) JZWOG  $\Diamond$ ORMOND **BEACH** OMN 2000 UDUZO TRK ORSOF 350° YUTKA **TDZE** ODREC 2000 WIROX 1.7 NM to RW31 Procedure **RW31** 1700 Turn 99+ NA 3.04° 310° to 580 TCH 40 **RW31** --1.7 NM− 3.4 NM-6.1 NM · CATEGORY С D 460-11/4 460-11/2 460-1 LNAV MDA 452 (500-1) 452 (500-11/4) 452 (500-11/2) MIRL Rwys 2-20 and 6-24 🗓 460-11/2 580-2 CIRCLING 460-1 450 (500-1) HIRL Rwy 13-31 450 (500-11/2) 570 (600-2)

SE-3, 17 DEC 2009 to 14, IAN 2010







08157 BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) ST-416 (FAA) TAMPA, FLORIDA TAMPA APP CON 134.25 279.6 (TURBOJETS & TURBOPROPS) ST. PETERSBURG 119.65 362.3 (PROPS) 116.4 PIE :-TAMPA INTLATIS ARR Chan 111 126.45 N27°54.47′ - W82°41.06′ ST. PETERSBURG ATIS 134.5 MAC DILL AFB ATIS TAMPA 133.825 270.1 **CLEARWATER** INTL AIRPARK IAKFIAND

MAC\_DILL O, PETER O'KNIGHT 116.0 LAL : ■ . . Chan 107 ST. PETERSBURG-AFB 0 CLEARWATER INTL ALBERT WHITTED 🖒 **JSTRM** N27°41.51′ W82°25.35' PAHOKEE **BRDGE** 115.4 PHK :... N27°27.16′ - W82°08.06′ Chan 101 TURBOJET VERTICAL NAVIGATION N26°46.96′ - W80°41.49′ L-23. H-8 PLANNING INFORMATION TAMPA INTL landing south: Expect ROGAN 11000 clearance to cross at 11000'. N27°15.05′ Å TAMPA INTL landing north: Expect W81° 53.57′ clearance to cross at 11000' and 250Kts.

17 DEC 2009 to 14 .IAN 2010

LA BELLE

Chan 41

N26°49.69

W81°23.49′

L-21-23, H-8

10.4 LBV :::

LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . .

LEE COUNTY

Chan 55

N26°31.79′ - W81°46.55′

L-21-23, H-8

111.8 RSW :--

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . . PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to

BRDGE INT. Thence. . . .

## TAMPA INTL:

NOTE: Chart not to scale.

. . . .RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.

. . . . RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

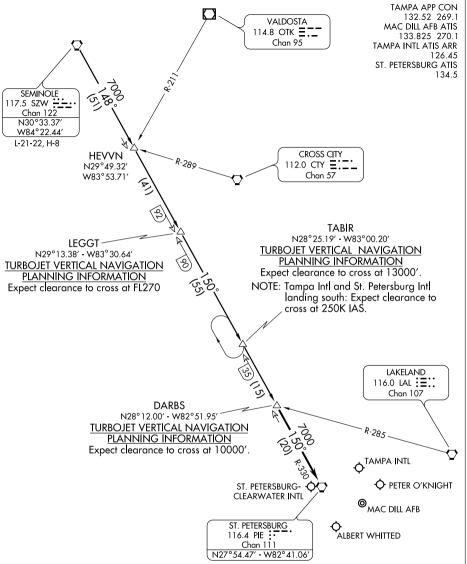
ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT,

. . . . From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.

ALBERT WHITTED:

NOTE: Chart not to scale.

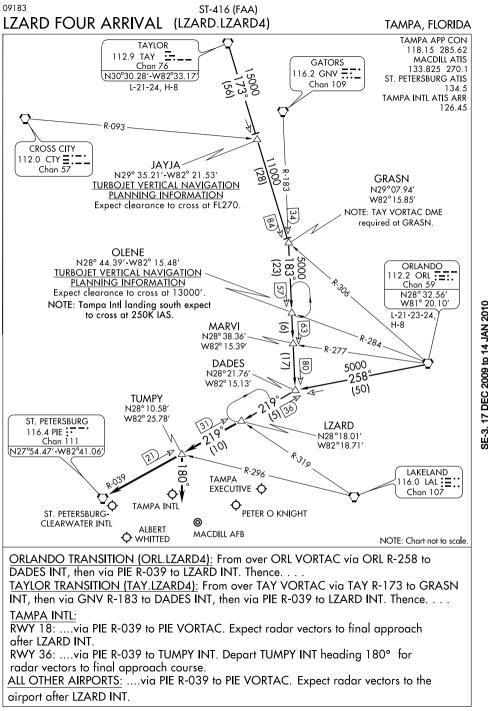
# DARBS ONE ARRIVAL (DARBS.DARBS1) ST-416 (FAA)



SEMINOLE TRANSITION (SZW.DARBS1): From over SZW VORTAC via SZW R-148 and PIE R-330 to DARBS INT. Thence. . . .

. . . . From over DARBS INT via PIE R-330 to PIE VORTAC. Expect radar vectors to final approach course after DARBS INT.

(FOOXX.FOOXX1) 09183 ST-416 (FAA) FOOXX ONE ARRIVAL (RNAV) TAMPA, FLORIDA SEMINOLE TAMPA APP CON 132.52 269.1 SZW LAKELAND LINDER RGNL ATIS 118.025 MAC DILL AFB ATIS 133.825 270.1 TAMPA INTLATIS ARR 126.45 ST. PETERSBURG-CLEARWATER INTL ATIS 134.5 **VANDENBURG AWOS-3** 121.125 **IFGGT** Expect to cross at FL270 **TABIR** KTPA Landing North: Expect to cross at 13,000'. KTPA and KPIE Landing South: Expect to cross at 13,000' and 250 KIAS. SE-3, 17 DEC 2009 to 14, IAN 2010 **DARBS** KTPA Landing North and KTPA and KPIE Landing South: Expect to cross at 10,000' HUGMA DADPF Landing All Satellite Airports and -TAMPA EXECUTIVE KTPA and KPIE Landing South: Expect radar vectors prior to DADPE WP. TAMPA INTL ST. PETERSBURG-CIFARWATER INTI MAC DILL AFB NOTE: For non-GPS equipped aircraft, LAL must be operational. **BAYZZ** NOTE: Primary landing runways 36L/R,18L/R. AGOO NOTE:. DME/DME/IRU or GPS Required. ALBERT WHITTED NOTE: Turbojet/Turboprop aircraft only. NOTE: Radar Required. WOBKI NOTE: RNAV 1. KTPA Landing North: Expect radar vectors prior to WOBKI WP. NOTE: Chart not to scale. SEMINOLE TRANSITION (SZW.FOOXX1): From FOOXX WP via 137° track to DADPE WP, thence as depicted to WOBKI WP, then via 065° heading. Expect radar vectors. LOST COMMUNICATIONS: KTPA Landing North: Continue track to WOBKI WP, then turn left to intercept the Runway 36L final approach course, conduct approach. KTPA Landing South: Continue track to FOOXX WP, then turn left direct to HUGMA WP, conduct RNAV (GPS) Rwy 18R approach.



ST. PETERSBURG, FLORIDA APP CRS Rwy Idg TDŹE 067° Apt Elev

CIRCLING

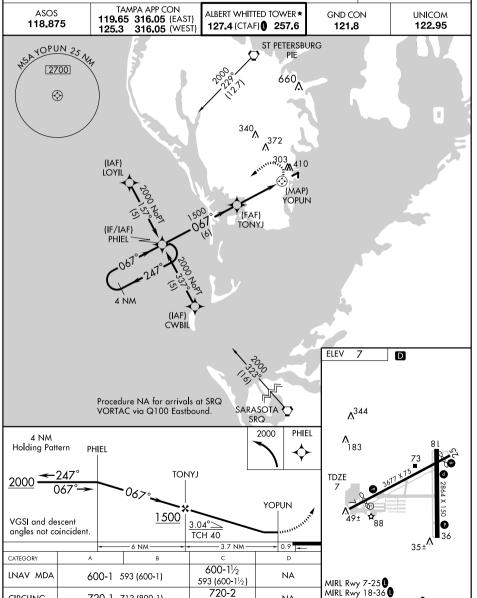
720-1 713 (800-1)

### RNAV (GPS) RWY 7 ST. PETERSBURG/ ALBERT WHITTED (SPG)

SE-3, 17 DEC 2009 to 14, IAN 2010

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 40 feet, LNAV Cat. C and Circling Cat. B and C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 direct PHIEL and hold.



NA

713 (800-2)

REIL Rwys 18, 25 and 36 0

ST. PETERSBURG, FLORIDA AL-613 (FAA) 2864 Rwy Idg APP CRS RNAV (GPS) RWY 18 Rwy ldg (night only) 2824 TDŻE 172° ST. PETERSBURG/ ALBERT WHITTED (SPG) Apt Elev DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and MISSED APPROACH: Climbing right turn increase all MDA 40 feet, and Circling Cat. B visibility 1/4 mile. VDP NA to 2000 direct PIE VORTAC and hold. with Tampa Intla timeter setting. TAMPA APP CON ASOS ALBERT WHITTED TOWER ★ GND CON UNICOM 119.65 316.05 (EAST) 118.875 121.8 122.95 127.4 (CTAF) 257.6 125.3 316.05 (WEST) NoPT for arrival on PIE VORTAC airway radials 330 CW 061 (IF/IAF) ST PETERSBURG PIF 660 SE-3, 17 DEC 2009 to 14, IAN 2010 (FAF) KENVE <sub>340</sub>∧ PICOL A PICOL 25 Ny 2700 ELEV D  $\bigcirc$  $\Lambda^{344}$ 2000 TDZE PIE 4 NM VORTAC Holding Pattern  $\Diamond$ KENVE 2000 1 NM to **PICOL** 1200 **PICOL** VGSI and descent 3.03° angles not coincident. TCH 37 35±1. 2.1 NM 1 NM 0.5 5.4 NM-CATEGORY С LNAV MDA 680-1 674 (700-1) NA MIRL Rwy 7-25 🕕 MIRL Rwy 18-36 🗓 CIRCLING 720-1 713 (800-1) NA REIL Rwys 18, 25 and 36 1

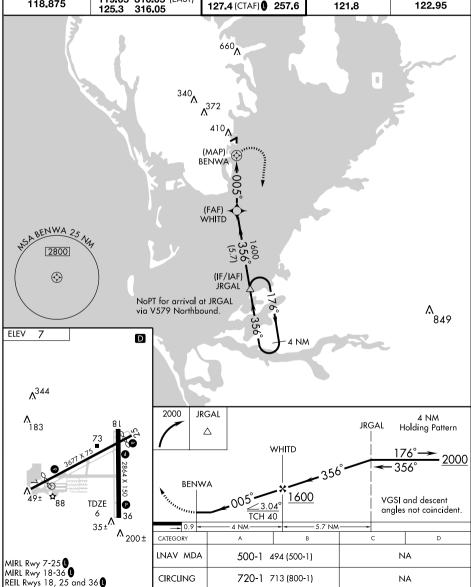
ST. PETERSBURG, FLORIDA 2864 Rwy Ida APP CRS TDŹE 005° Apt Elev

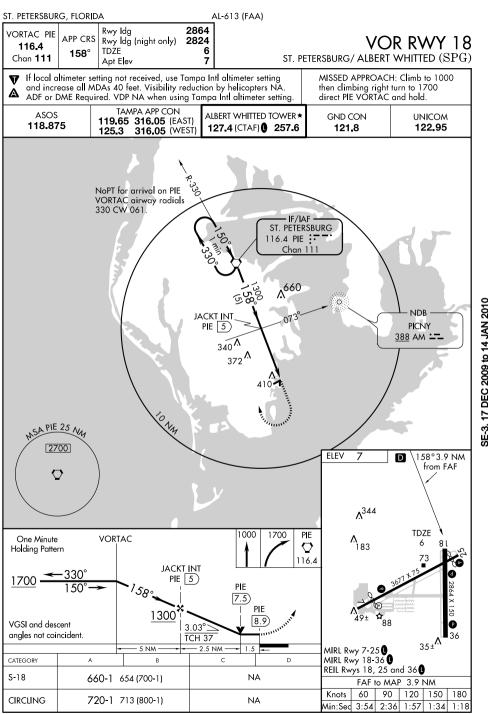
# RNAV (GPS) RWY 36 ST. PETERSBURG/ ALBERT WHITTED (SPG)

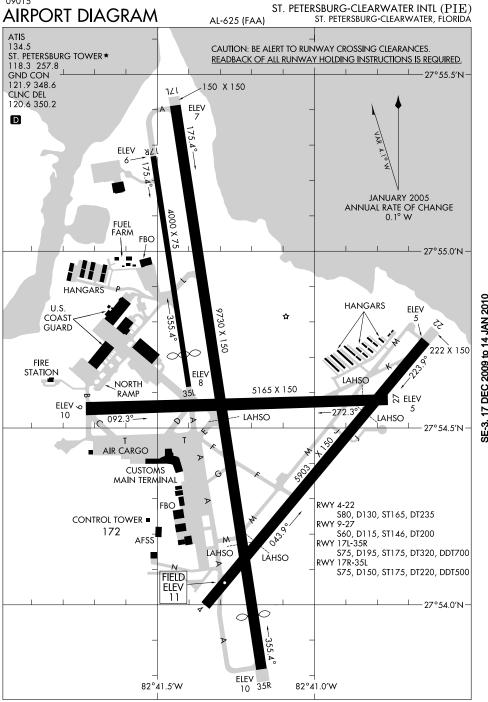
SE-3, 17 DEC 2009 to 14, IAN 2010

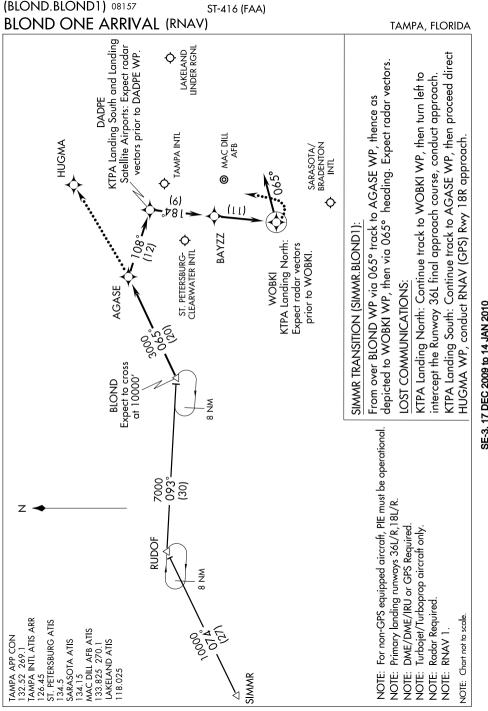
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 40 feet and Circling Cat. B visibility 1/4 mile.

MISSED APPROACH: Climbing right turn to 2000 direct JRGAL and hold. TAMPA APP CON **ASOS** ALBERT WHITTED TOWER ★ GND CON UNICOM 119.65 316.05 (EAST) 118.875 122.95









08157 BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) ST-416 (FAA) TAMPA, FLORIDA TAMPA APP CON 134.25 279.6 (TURBOJETS & TURBOPROPS) ST. PETERSBURG 119.65 362.3 (PROPS) 116.4 PIE :-TAMPA INTLATIS ARR Chan 111 126.45 N27°54.47′ - W82°41.06′ ST. PETERSBURG ATIS 134.5 MAC DILL AFB ATIS TAMPA 133.825 270.1 **CLEARWATER** INTL AIRPARK IAKFIAND

MAC\_DILL O, PETER O'KNIGHT 116.0 LAL : ■ . . Chan 107 ST. PETERSBURG-AFB 0 CLEARWATER INTL ALBERT WHITTED 🖒 **JSTRM** N27°41.51′ W82°25.35' PAHOKEE **BRDGE** 115.4 PHK :... N27°27.16′ - W82°08.06′ Chan 101 TURBOJET VERTICAL NAVIGATION N26°46.96′ - W80°41.49′ L-23. H-8 PLANNING INFORMATION TAMPA INTL landing south: Expect ROGAN 11000 clearance to cross at 11000'. N27°15.05′ Å TAMPA INTL landing north: Expect W81° 53.57′ clearance to cross at 11000' and 250Kts.

17 DEC 2009 to 14 .IAN 2010

LA BELLE

Chan 41

N26°49.69

W81°23.49′

L-21-23, H-8

10.4 LBV :::

LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . .

LEE COUNTY

Chan 55

N26°31.79′ - W81°46.55′

L-21-23, H-8

111.8 RSW :--

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . . PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to

BRDGE INT. Thence. . . .

## TAMPA INTL:

NOTE: Chart not to scale.

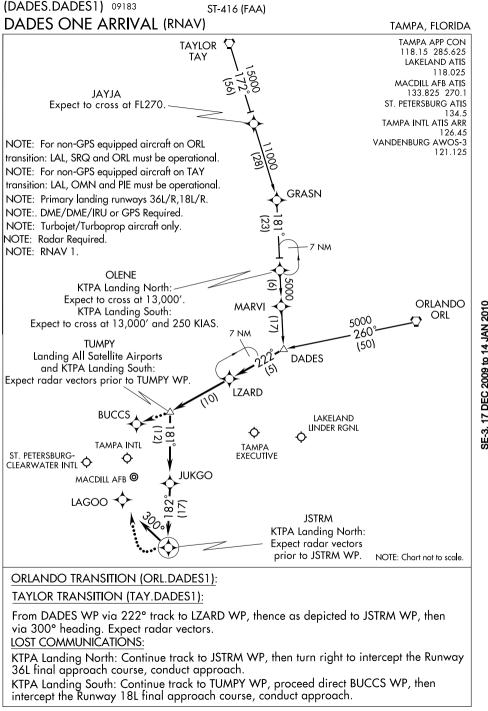
. . . .RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.

. . . . RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT,

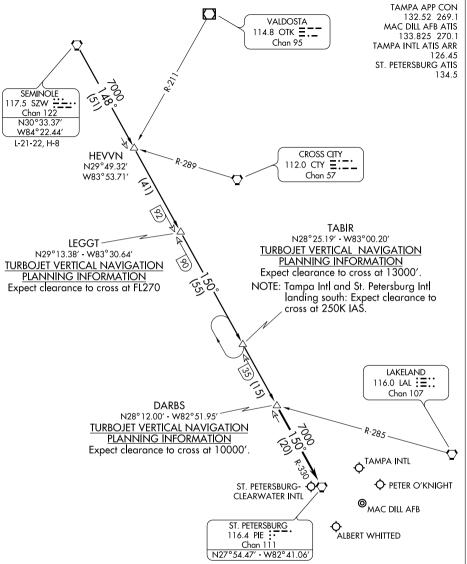
. . . . From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.

ALBERT WHITTED:



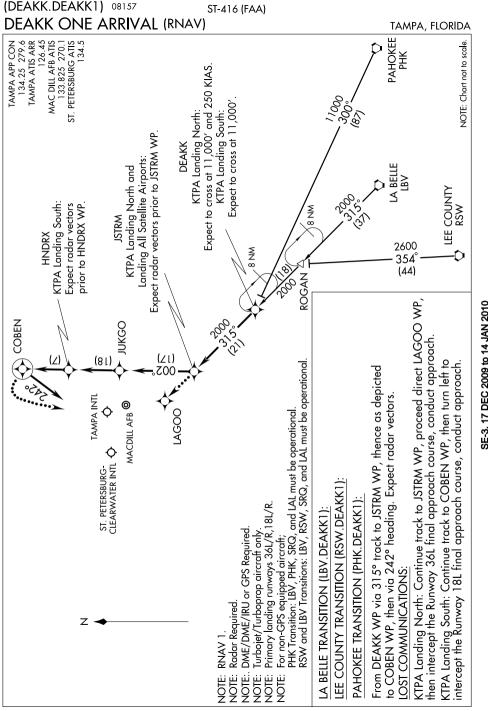
NOTE: Chart not to scale.

# DARBS ONE ARRIVAL (DARBS.DARBS1) ST-416 (FAA)

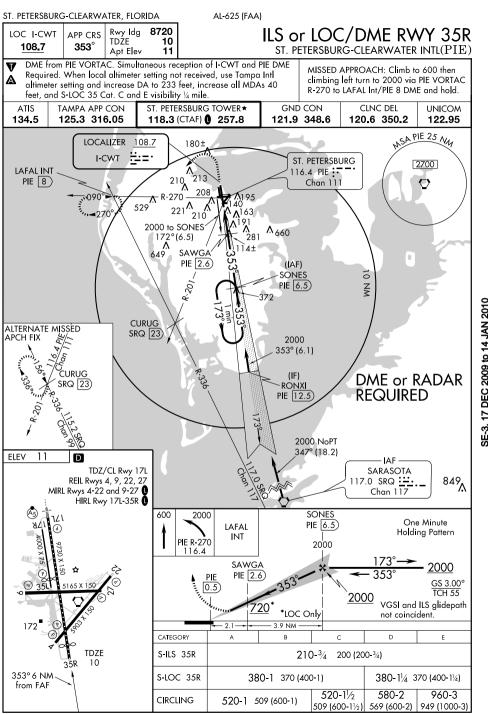


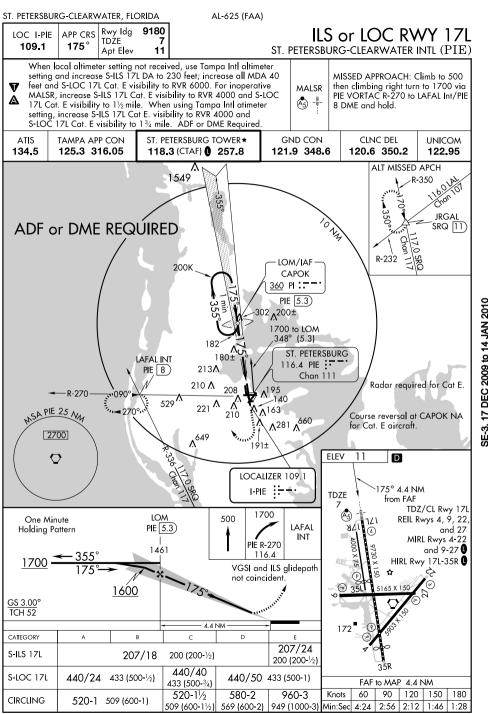
SEMINOLE TRANSITION (SZW.DARBS1): From over SZW VORTAC via SZW R-148 and PIE R-330 to DARBS INT. Thence. . . .

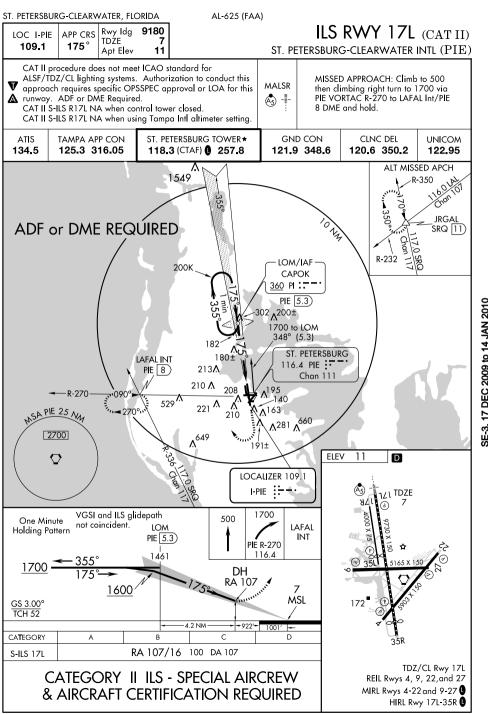
. . . . From over DARBS INT via PIE R-330 to PIE VORTAC. Expect radar vectors to final approach course after DARBS INT.

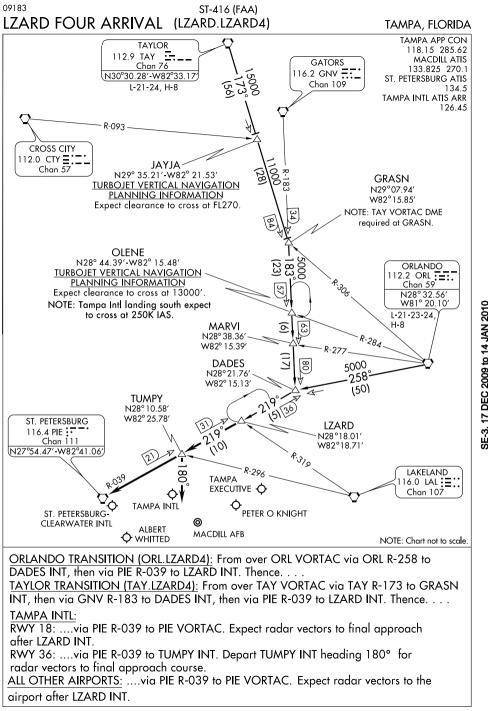


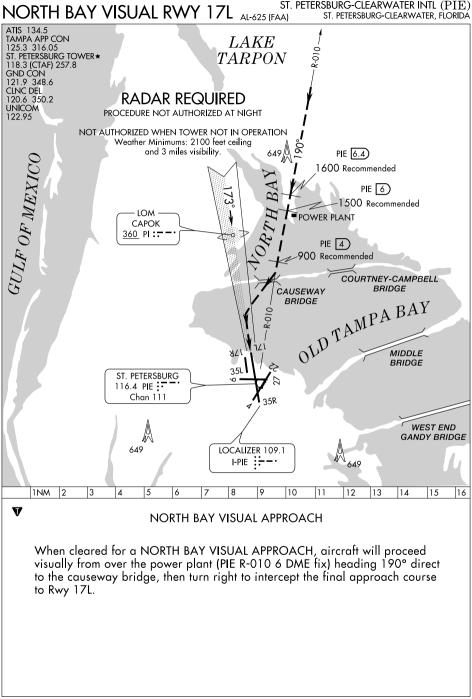
(FOOXX.FOOXX1) 09183 ST-416 (FAA) FOOXX ONE ARRIVAL (RNAV) TAMPA, FLORIDA SEMINOLE TAMPA APP CON 132.52 269.1 SZW LAKELAND LINDER RGNL ATIS 118.025 MAC DILL AFB ATIS 133.825 270.1 TAMPA INTLATIS ARR 126.45 ST. PETERSBURG-CLEARWATER INTL ATIS 134.5 **VANDENBURG AWOS-3** 121.125 **IFGGT** Expect to cross at FL270 **TABIR** KTPA Landing North: Expect to cross at 13,000'. KTPA and KPIE Landing South: Expect to cross at 13,000' and 250 KIAS. SE-3, 17 DEC 2009 to 14, IAN 2010 **DARBS** KTPA Landing North and KTPA and KPIE Landing South: Expect to cross at 10,000' HUGMA DADPF Landing All Satellite Airports and -TAMPA EXECUTIVE KTPA and KPIE Landing South: Expect radar vectors prior to DADPE WP. TAMPA INTL ST. PETERSBURG-CIFARWATER INTI MAC DILL AFB NOTE: For non-GPS equipped aircraft, LAL must be operational. **BAYZZ** NOTE: Primary landing runways 36L/R,18L/R. AGOO NOTE:. DME/DME/IRU or GPS Required. ALBERT WHITTED NOTE: Turbojet/Turboprop aircraft only. NOTE: Radar Required. WOBKI NOTE: RNAV 1. KTPA Landing North: Expect radar vectors prior to WOBKI WP. NOTE: Chart not to scale. SEMINOLE TRANSITION (SZW.FOOXX1): From FOOXX WP via 137° track to DADPE WP, thence as depicted to WOBKI WP, then via 065° heading. Expect radar vectors. LOST COMMUNICATIONS: KTPA Landing North: Continue track to WOBKI WP, then turn left to intercept the Runway 36L final approach course, conduct approach. KTPA Landing South: Continue track to FOOXX WP, then turn left direct to HUGMA WP, conduct RNAV (GPS) Rwy 18R approach.

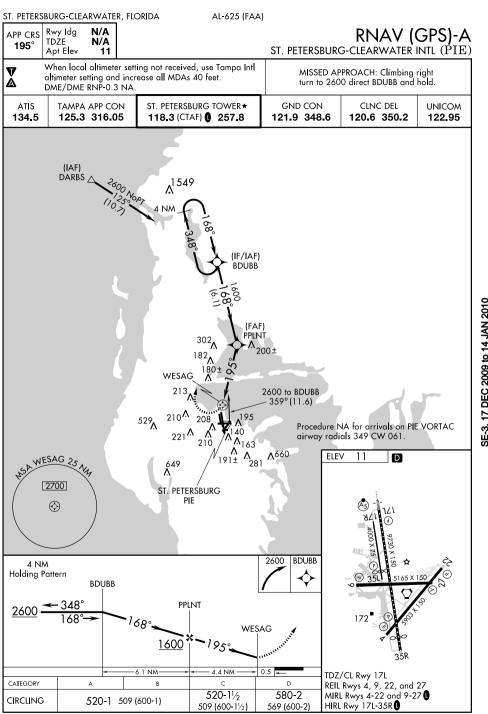


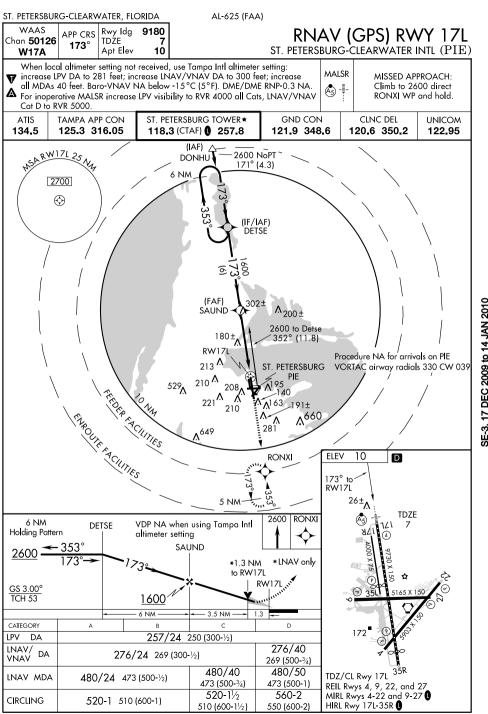


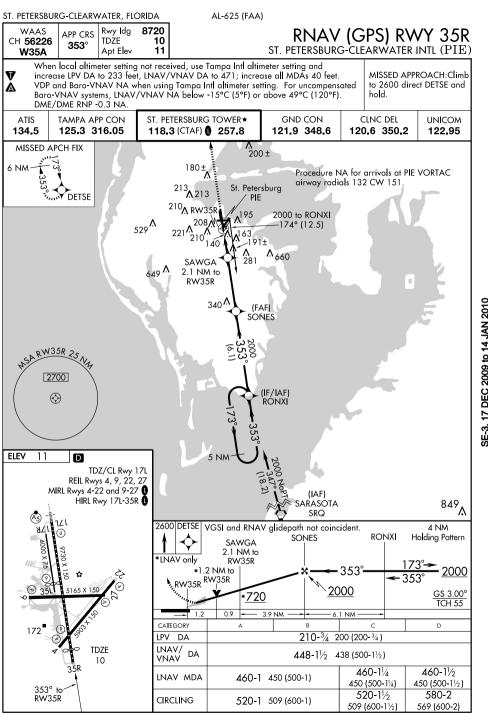












(PIE3.PIE) 08325 SL-625 (FAA) ST. PETERSBURG-CLEARWATER INTL (PIE)ST. PETE THREE DEPARTURE ST. PETERSBURG-CLEARWATER, FLORIDÁ ATIS 134.5 TAMPA DEP CON 125.3 316.05 SEMINOLE TAYLOR ST. PETERSBURG TOWER★ 117.5 SZW ::-.. 112.9 TAY --118.3 (CTAF) 257.8 Chan 122 Chan 76 GND CON N30°33.37′-W84°22.44′ N30°30.28′-W82°33.18′ 121.9 348.6 L-21-22, H-8 I-21-24 H-8 CROSS CITY 112.0 CTY =:=: GATORS 116.2 GNV =:-Chan 57 Chan 109 N29°35.94′-W83°02.92′ N29°41.53′-W82°16.38′ L-21-24, H-8 L-21-24, H-8 OCALA **ORLANDO** 113.7 OCF ..... 112.2 ORL :=:. Chan 84 Chan 59 N29°10.65′-W82°13.58 N28°32.56′-W81°20.10′ L-21-24 L-21-23-24, H-8 PIE  $0.30^{\circ}$ 1.5 (Turbojets) 353 LAKELAND COVIA 116.0 LAL : ■:: N27°56.18' Chan 107 W84°44.16' N27°59.17′-W82°00.83′ L-21-24. H-8 PIE 3.5 ST. PETERSBURG 116.4 PIE :-PAHOKEE Chan 111 115.4 PHK :::-N27°54.47′-W82°41.06′ Chan 101 L-21-24, H-8 N26°46.96′-W80°41.49′ L-23, H-8 SARASOTA 117.0 SRQ :::-Chan 117 N27°24.42′-W82°33.82′ L-23, H-8 LEE COUNTY 111.8 RSW :--Chan 55 NOTE: DME Required. N26°31.79′-W81°46.55′ TAKEOFF MINIMUMS: L-21-23, H-8 RWY 17L, 35R, Standard. NOTE: Chart not to scale. DEPARTURE ROUTE DESCRIPTION V TAKE-OFF RWY 17L: Climb heading 173° until PIE VORTAC 3.5 DME, then turn right heading 200° or as assigned. Expect radar vectors to filed/assigned route, thence... TAKE-OFF RWY 35R: TURBOJETS climb heading 353° until PIE VORTAC 1.5 DME, then turn right heading 030° to intercept and fly outbound on the PIE R-010, thence... ALL OTHERS fly heading 353° or as assigned. Expect radar vectors to filed/assigned route. Thence... Maintain 1600, expect further clearance to filed altitude 10 minutes after departure. (CONTINUED ON NEXT PAGE)

SE-3, 17 DEC 2009 to 14, IAN 2010

(PIE3.PIE) 081.57 SL-625 (FAA)
ST. PETE THREE DEPARTURE ST. PETERSBURG-CLEARWATER INTL (PIE)
ST. PETERSBURG-CLEARWATER, FLORIDA

801' right of centerline, 80' AGL/89' MSL.

# TAKE-OFF OBSTACLES NOTES: NOTE: RWY 17L, Bldg 689' from DER, 418' right of centerline, 35' AGL/44' MSL.

Bldg 833' from DER, 439' right of centerline, 35' AGL/44' MSL. Signs beginning

909' from DER, 98' right of centerline, up to 49' AGL/58' MSL. Poles beginning 970' from DER, 114' right of centerline, up to 49' AGL/58' MSL. Sign 1,336' from DER, 198' left of centerline, 44' AGL/53' MSL. Tree 2,100' from DER, 996' right of centerline, 96' AGL/105' MSL. Ant on hopper 2583' from DER, 801' right of centerline, 80' AGL/ 89' MSL. Bldg 833' from DER, 439' right of centerline, 35' AGL/44' MSL. Signs beginning 909' from DER, 98' right of centerline, up to 49' AGL/58' MSL. Poles beginning 970' from DER, 114' right centerline, up to 49' AGL/58' MSL. Poles beginning 1,015' from DER, 103' left of centerline, up to 38' AGL/47' MSL. Sign 1,336' from DER, 196' left of centerline, 44 AGL/53' MSL. Tree 2,100' from DER, 996' right of centerline, 96' AGL/105' MSL. ANT on hopper 2583' from DER.

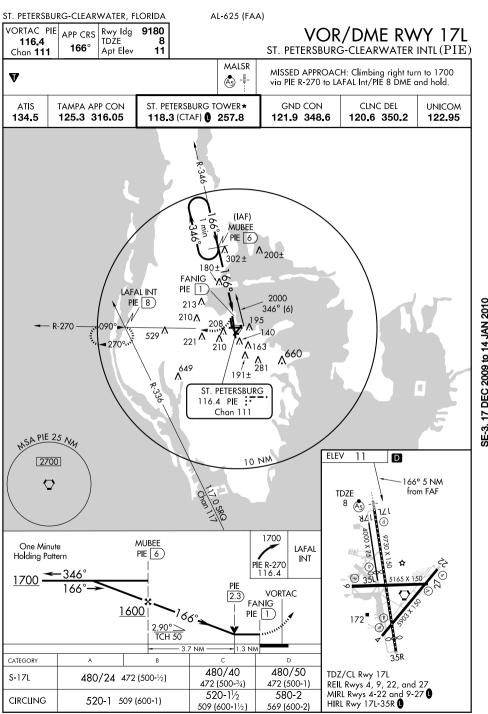
AGL/74' MSL. Tree 1,629' from DER, 88" right of centerline, 61' AGL/70' MSL. Tower 5,591' from DER, 266' right of centerline, 153' AGL/168' MSL.

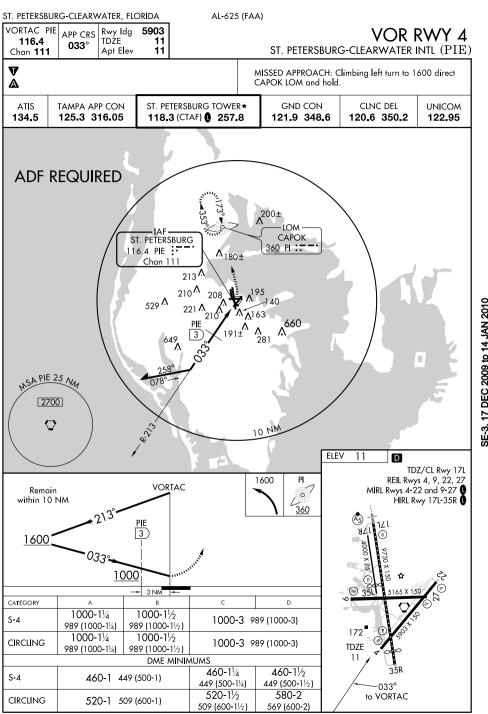
NOTE: RWY 22, Trees 1,007' from DER, 109' left of centerline, up to 65'

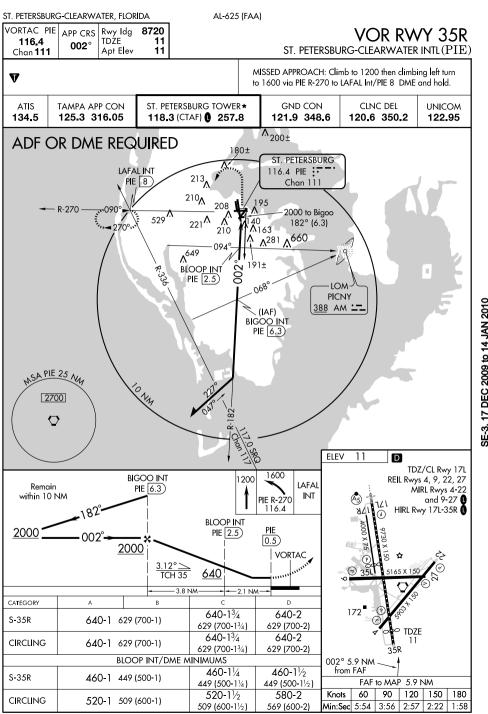
NOTE: RWY 27, Poles beginning 188' from DER, 136' right of centerline, up to 66' AGL/75' MSL. Hangar lights 552' from DER, 450' right of centerline,

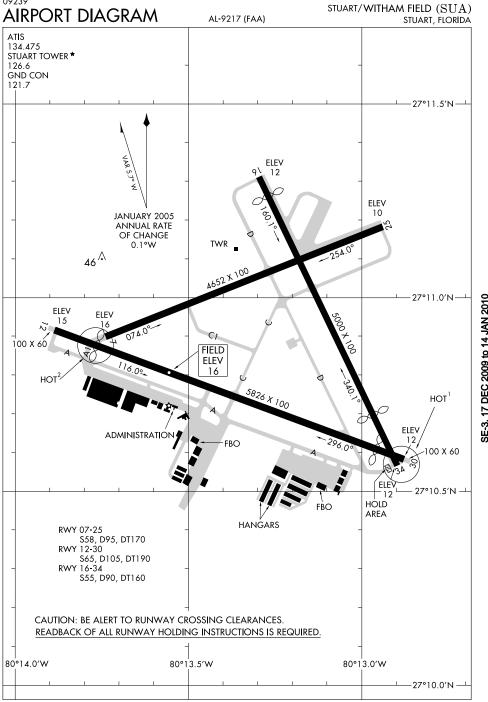
25' AGL/34' MSL. Poles beginning 605' from DER, 179' left of centerline, up to 40' AGL/49' MSL. Trees beginning 1,540' from DER, 224' left of centerline, up 57' AGL/66' MSL. ANT on tank 2,188' from DER, 712' left of centerline, 71' AGL/80' MSL.

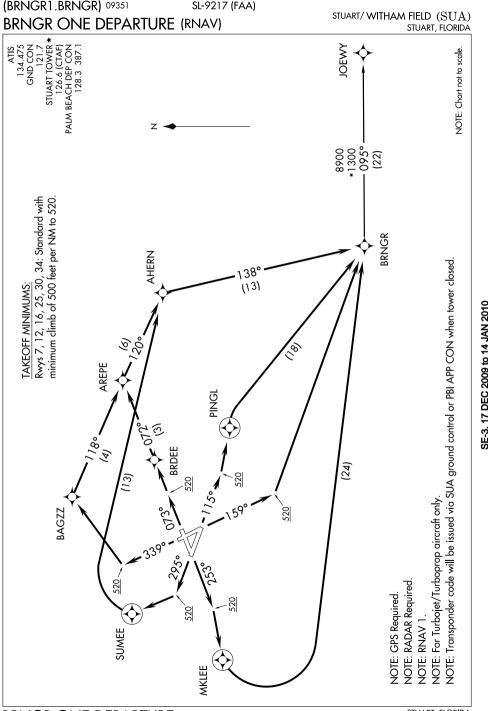
SE-3, 17 DEC 2009 to 14, IAN 2010











STUART/ WITHAM FIELD (SUA) BRNGR ONE DEPARTURE (RNAV) STUART, FLORIDA DEPARTURE ROUTE DESCRIPTION

V

(BRNGR1.BRNGR) 09351

route to BRNGR Thence TAKEOFF RWY 12: Climb heading 115° to 520, then left turn direct PINGL, then

TAKEOFF RWY 7: Climb heading 073° to 520, then direct BRDEE, then via depicted

SL-9217 (FAA)

right turn direct BRNGR. Thence.... TAKEOFF RWY 16: Climb heading 159° to 520, then left turn direct BRNGR.

Thence

TAKEOFF RWY 25: Climb heading 253° to 520, then right turn direct MKLEE, then left turn direct BRNGR. Thence....

TAKEOFF RWY 30: Climb heading 295° to 520, then right turn direct SUMEE, then

right turn direct AHERN, then via depicted route to BRNGR. Thence.... TAKEOFF RWY 34: Climb heading 339° to 520, then right turn direct BAGZZ, then via depicted route to BRNGR. Thence....

....via JOEWY transition, maintain 3000 or as assigned by ATC. Expect clearance to filed altitude/flight level ten minutes after departure.

## JOEWY TRANSITION (BRNGR1.JOEWY):

## TAKEOFF OBSTACLE NOTES:

36' AGL/55' MSL.

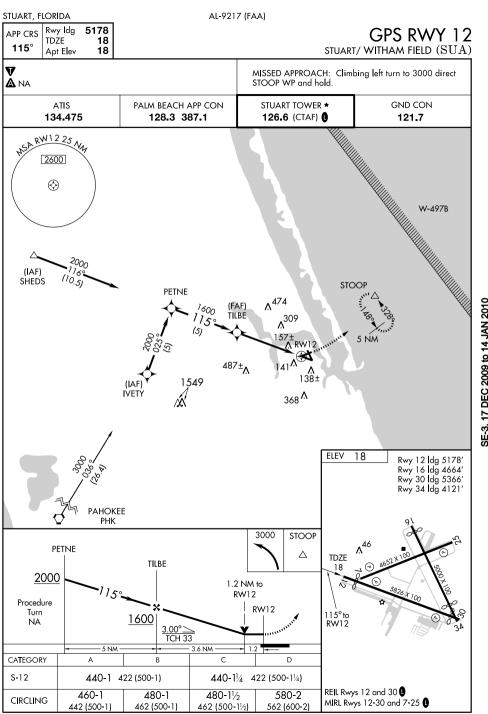
### Rwy 7: Trees beginning 75' from DER, 289' left of centerline, up to 100' AGL/114' MSL. Trees beginning 268' from DER, 287' right of centerline, up to 100' AGL/109' MSL. Rwy 12: Pole and trees beginning 35' from DER, 55' left of centerline, up to 59' AGL/73' MSL.

Trees beginning 763' from DER, 45' right of centerline, up to 67' AGL/81' MSL. Rwy 16: Trees beginning 627' from DER, 42' left of centerline, up to 46' AGL/60' MSL. Trees beginning 70' from DER, 202' right of centerline, up to 92' AGL/106' MSL.

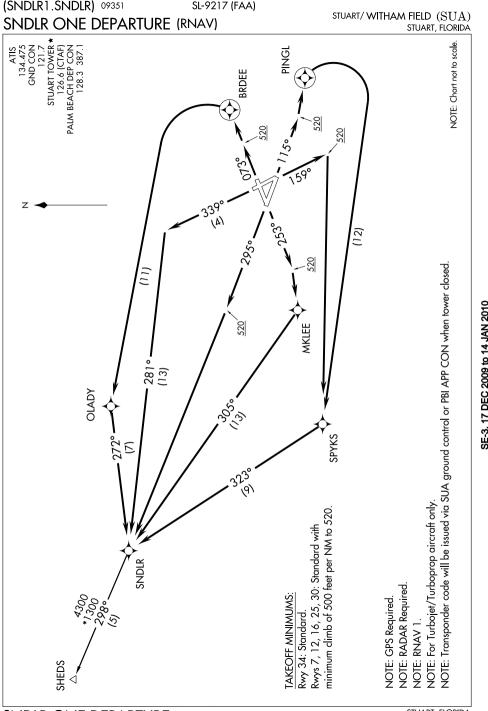
Rwy 25: Storage racks and trees beginning 176' from DER, 17' left of centerline, up to

Trees beginning 123' from DER, 316' right of centerline, up to 55' AGL/79' MSL. Rwy 30: Trees beginning 155' from DER, 47' left of centerline, up to 72' AGL/86' MSL. Poles and trees beginning 5' from DER, 28' right of centerline, up to 64' AGL/78' MSL.

Rwy 34: Trees beginning 362' from DER, 473' left of centerline, up to 100' AGL/109' MSL. Trees beginning 281' from DER, 385' right of centerline, up to 100' AGL/109' MSL.



STUART, FLORIDA AL-9217 (FAA) Rwy Idg 5366 GPS RWY 30 APP CRS TDŻE 18 295° STUART/ WITHAM FIELD (SUA) Apt Elev 18 V MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct STOOP WP and hold. **A** NA **GND CON** ATIS PALM BEACH APP CON STUART TOWER \* 134.475 128.3 387.1 126.6 (CTAF) 0 121.7 W-497B STOOP ۸<sup>474</sup> 5 NM RW30 (FAF) SE-3, 17 DEC 2009 to 14, IAN 2010 487±∧ GEDNY 1549 138± Λ368 LEBAN (IAF) ∧<sup>1038</sup> MÒNÁD 15A RW 30 25 My Rwy 12 ldg 5178' Rwy 16 ldg 4664' Rwy 30 ldg 5366' Rwy 34 ldg 4121' ELEV 18 2600  $\Diamond$ PALM BEACH 600 3000 STOOP VGSI and descent angle/TCH LEBAN not coincident. Δ **GEDNY** 2000 TDZE 1 NM to RW30 Procedure 1600 **RW30** Turn ≤ 3.00° NA TCH 40 3.8 NM · 5 NM-295° to RW30 1 NM CATEGORY D Α В C 380-11/4 S-30 380-1 362 (400-1) 362 (400-11/4) REIL Rwys 12 and 30 🗓 460-1 480-1 480-11/2 580-2 CIRCLING MIRL Rwys 12-30 and 7-25 442 (500-1) 462 (500-1) 462 (500-11/2) 562 (600-2)



SE-3, 17 DEC 2009 to 14, IAN 2010

▼ DEPARTURE ROUTE DESCRIPTION		
SNDLR ONE DEPARTURE	E (RNAV)	Stuart/ WITHAM FIELD $(\mathrm{SUA})$ Stuart, florida
(SNDLR1.SNDLR) 09351	SL-9217 (FAA)	CTUART (NAMEDIALA FIELD (CITA)

## V

TAKEOFF RWY 7: Climb heading 073° to 520, then direct BRDEE, then left turn direct OLADY, then via depicted route to SNDLR. Thence....

TAKEOFF RWY 12: Climb heading 115° to 520, then left turn direct PINGL, then right

turn direct SPYKS, then via depicted route to SNDLR. Thence.... TAKEOFF RWY 16: Climb heading 159° to 520, then right turn direct SPYKS, then via

depicted route to SNDLR. Thence....

TAKEOFF RWY 25: Climb heading 253° to 520, then right turn direct MKLEE, then via

depicted route to SNDLR. Thence.... TAKEOFF RUNWAY 30: Climb heading 295° to 520, then direct SNDLR. Thence....

TAKEOFF RUNWAY 34: Climb heading 339° to intercept the 281° course to SNDLR.

Thence....

....via SHEDS transition, maintain 3000 or as assigned by ATC. Expect clearance to filed altitude/flight level ten minutes after departure.

SHEDS TRANSITION (SNDLR1.SHEDS):

### TAKEOFF OBSTACLE NOTES:

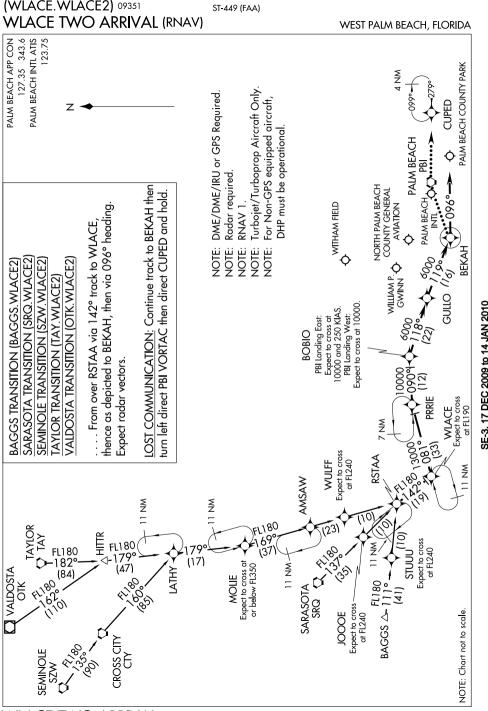
Rwy 7: Trees beginning 75' from DER, 289' left of centerline, up to 100' AGL/114' MSL. Trees beginning 268' from DER, 287' right of centerline, up to 100' AGL/109' MSL. Rwy 12: Pole and trees beginning 35' from DER, 55' left of centerline, up to 59' AGL/73' MSL.

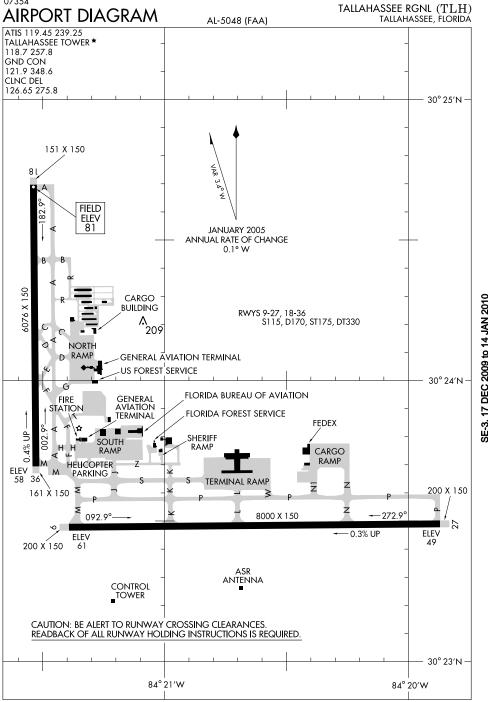
Trees beginning 763' from DER, 45' right of centerline, up to 67' AGL/81' MSL. Rwy 16: Trees beginning 627' from DER, 42' left of centerline, up to 46' AGL/60' MSL. Trees beginning 70' from DER, 202' right of centerline, up to 92' AGL/106' MSL.

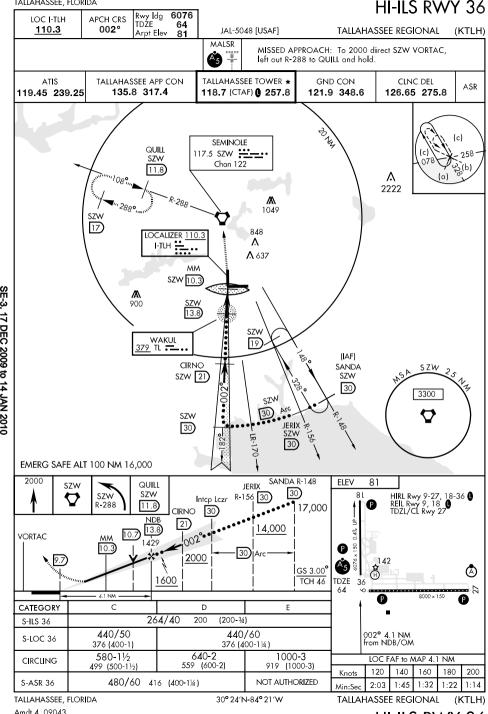
Rwy 25: Storage racks and trees beginning 176' from DER, 17' left of centerline, up to 36' AGL/55' MSL.

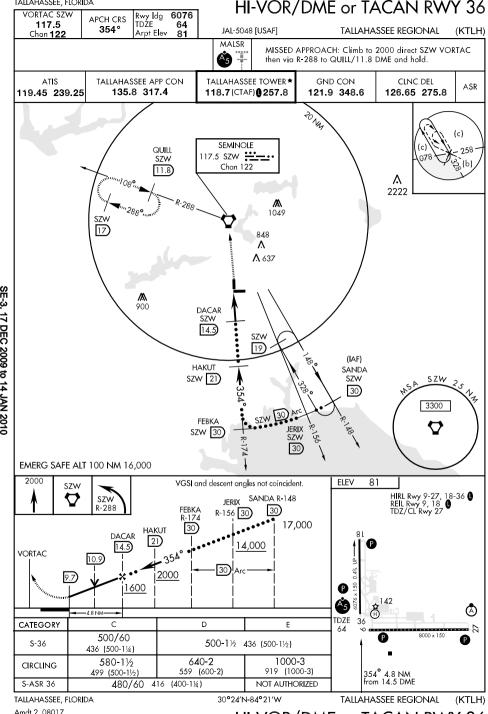
Trees beginning 123' from DER, 316' right of centerline, up to 55' AGL/79' MSL. Rwy 30: Trees beginning 155' from DER, 47' left of centerline, up to 72' AGL/86' MSL.

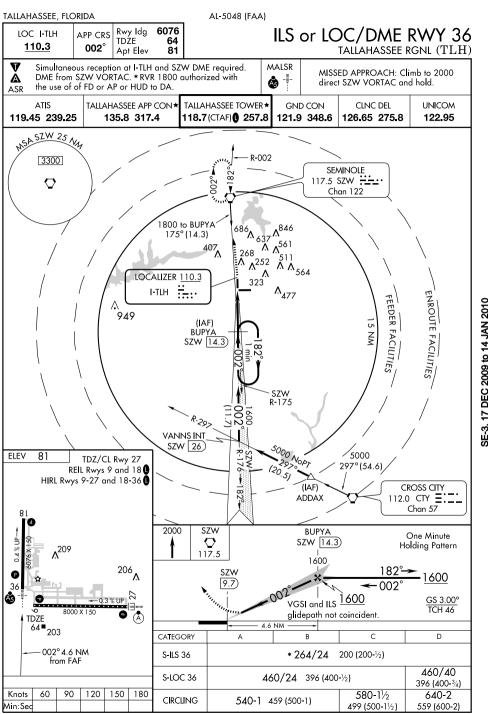
Poles and trees beginning 5' from DER, 28' right of centerline, up to 64' AGL/78' MSL. Rwy 34: Trees beginning 362' from DER, 473' left of centerline, up to 100' AGL/109' MSL. Trees beginning 281' from DER, 385' right of centerline, up to 100' AGL/109' MSL.

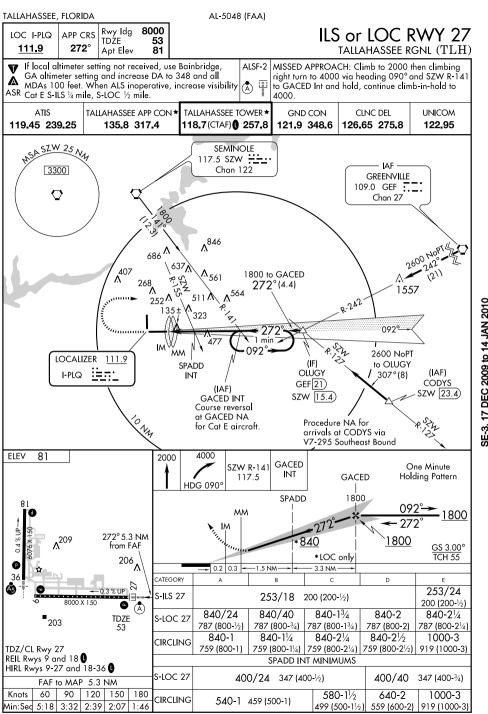


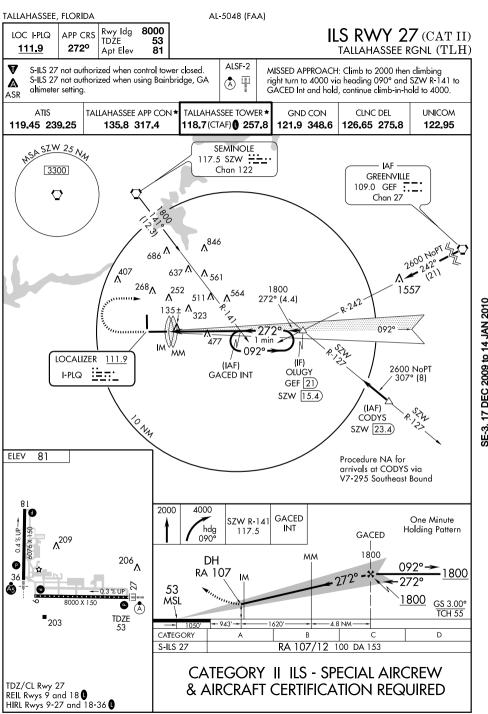


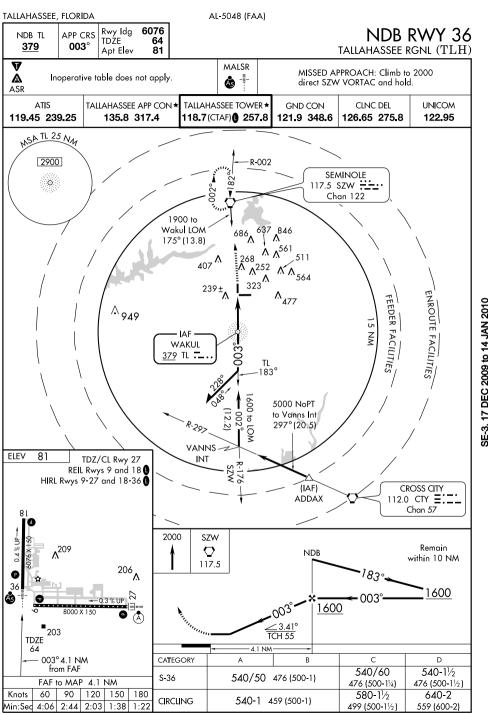


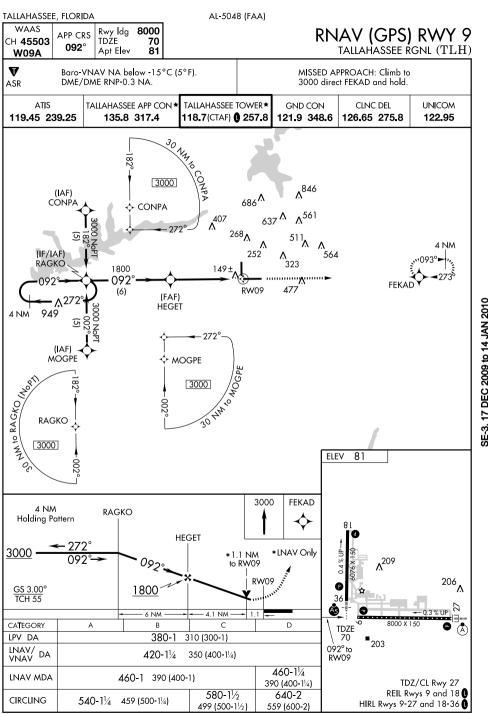


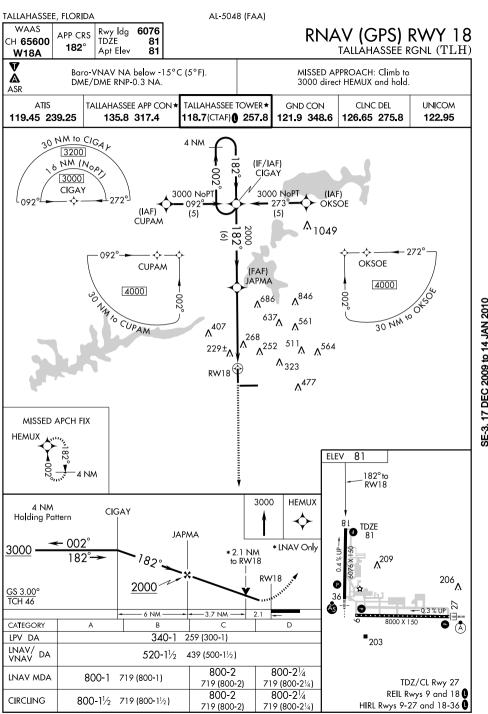


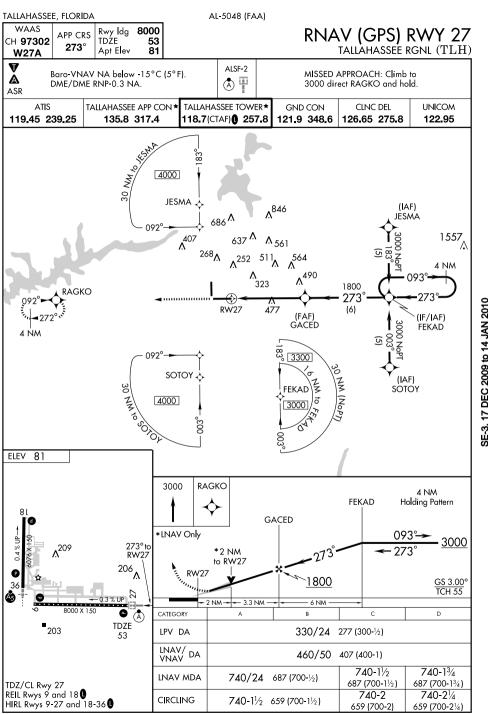


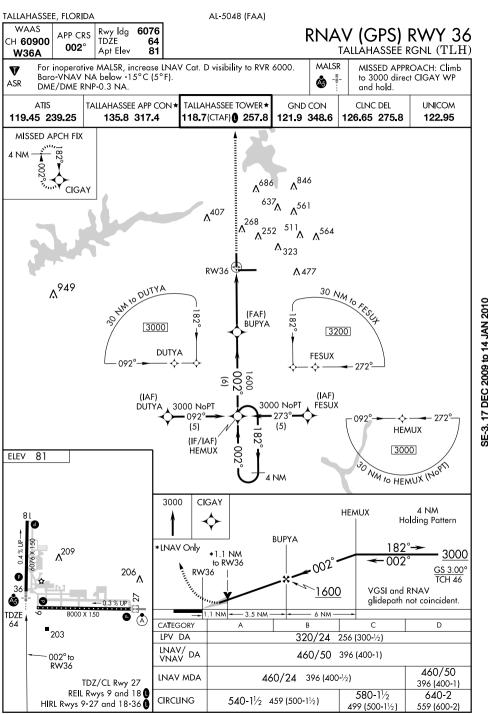


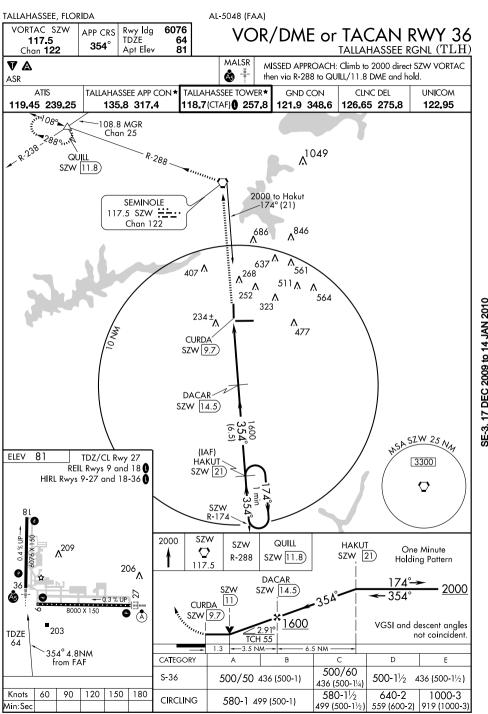


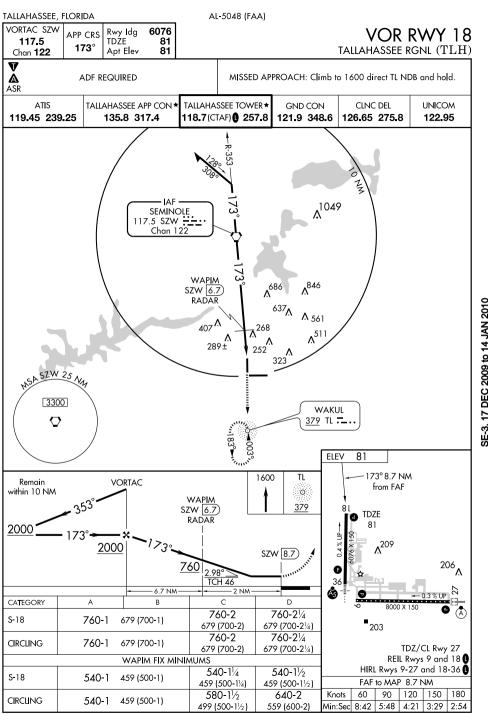


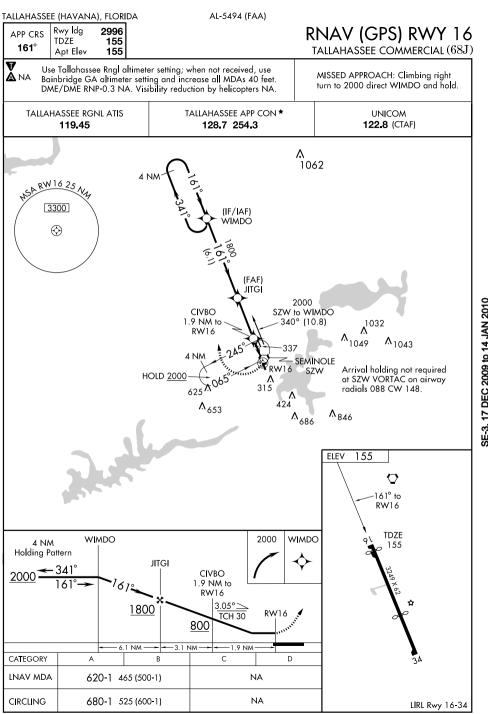


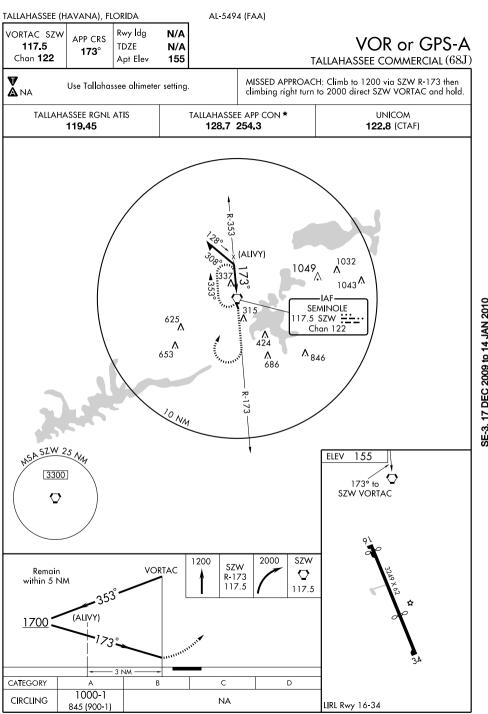


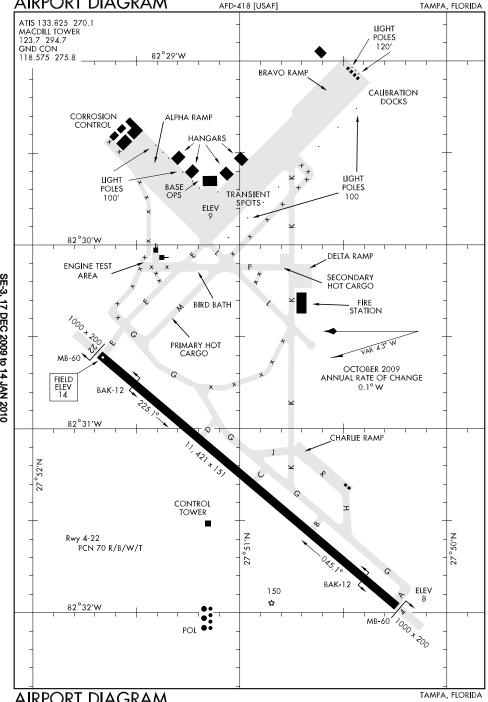


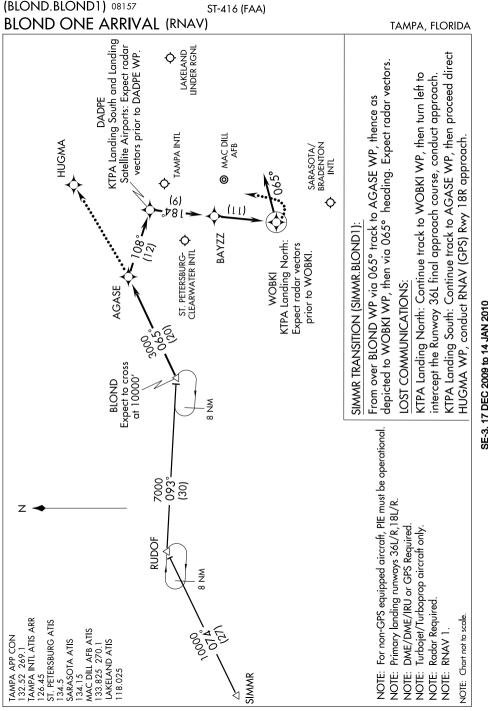












08157 BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) ST-416 (FAA) TAMPA, FLORIDA TAMPA APP CON 134.25 279.6 (TURBOJETS & TURBOPROPS) ST. PETERSBURG 119.65 362.3 (PROPS) 116.4 PIE :-TAMPA INTLATIS ARR Chan 111 126.45 N27°54.47′ - W82°41.06′ ST. PETERSBURG ATIS 134.5 MAC DILL AFB ATIS TAMPA 133.825 270.1 **CLEARWATER** INTL AIRPARK IAKFIAND

MAC\_DILL O, PETER O'KNIGHT 116.0 LAL : ■ . . Chan 107 ST. PETERSBURG-AFB 0 CLEARWATER INTL ALBERT WHITTED 🖒 **JSTRM** N27°41.51′ W82°25.35' PAHOKEE **BRDGE** 115.4 PHK :... N27°27.16′ - W82°08.06′ Chan 101 TURBOJET VERTICAL NAVIGATION N26°46.96′ - W80°41.49′ L-23. H-8 PLANNING INFORMATION TAMPA INTL landing south: Expect ROGAN 11000 clearance to cross at 11000'. N27°15.05′ A TAMPA INTL landing north: Expect W81° 53.57′ clearance to cross at 11000' and 250Kts.

17 DEC 2009 to 14 .IAN 2010

LA BELLE

Chan 41

N26°49.69

W81°23.49'

L-21-23, H-8

10.4 LBV :::

LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . .

LEE COUNTY

Chan 55

N26°31.79′ - W81°46.55′

L-21-23, H-8

111.8 RSW :--

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . . PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to

BRDGE INT. Thence. . . .

#### TAMPA INTL:

NOTE: Chart not to scale.

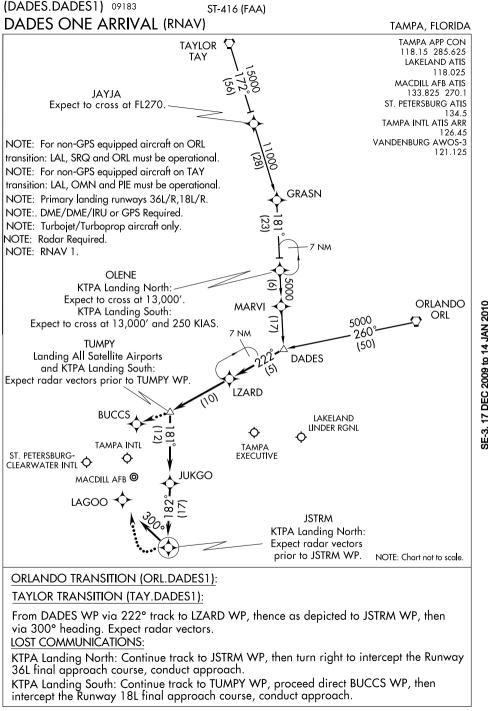
. . . .RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.

. . . . RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT,

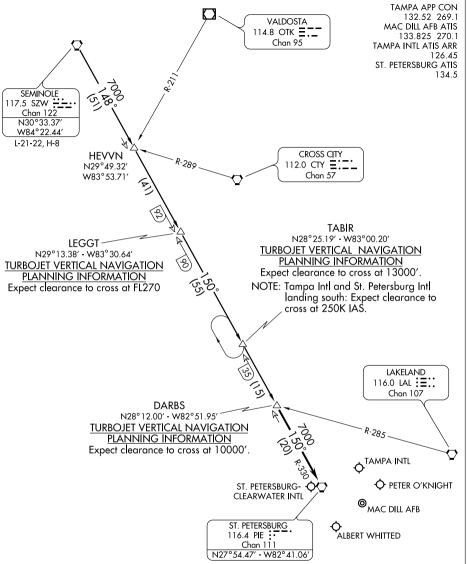
. . . . From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.

ALBERT WHITTED:



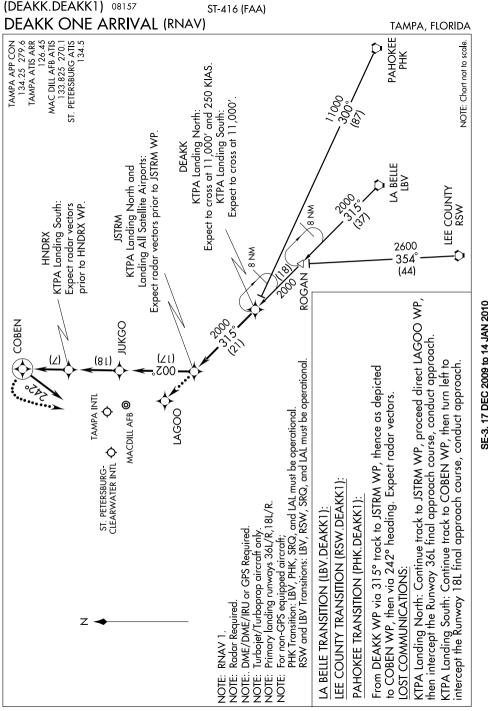
NOTE: Chart not to scale.

# DARBS ONE ARRIVAL (DARBS.DARBS1) ST-416 (FAA)

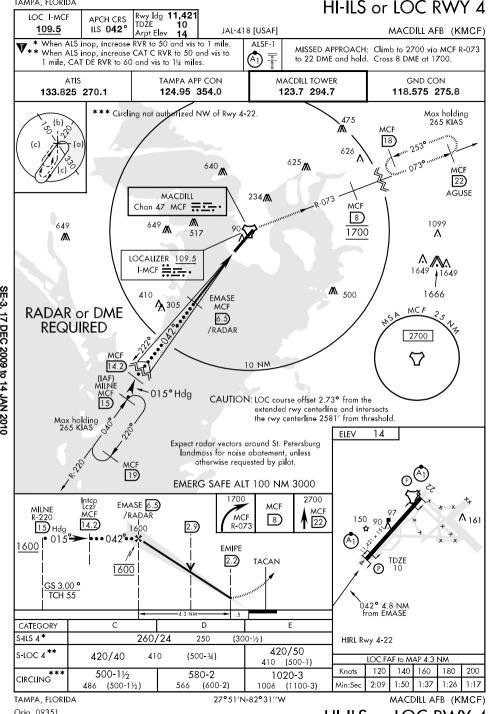


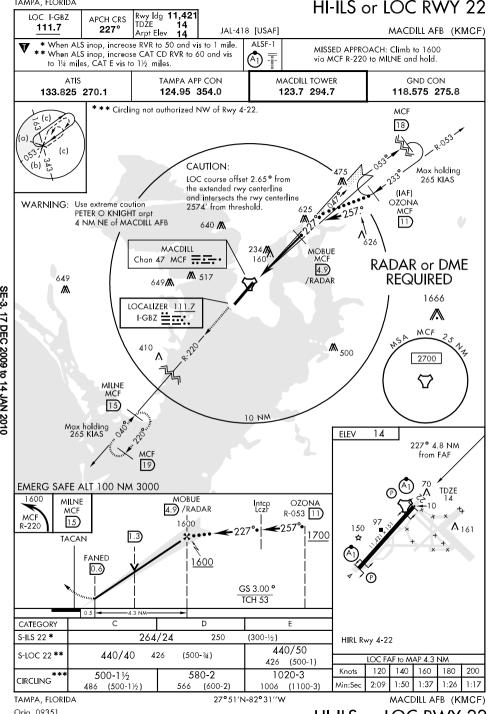
SEMINOLE TRANSITION (SZW.DARBS1): From over SZW VORTAC via SZW R-148 and PIE R-330 to DARBS INT. Thence. . . .

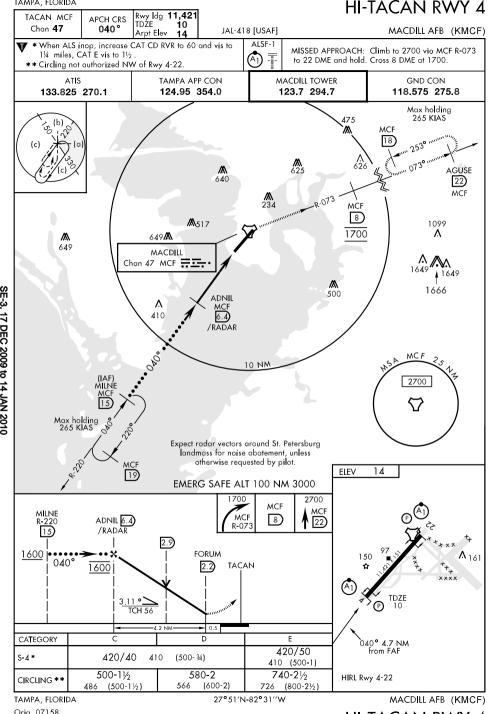
. . . . From over DARBS INT via PIE R-330 to PIE VORTAC. Expect radar vectors to final approach course after DARBS INT.

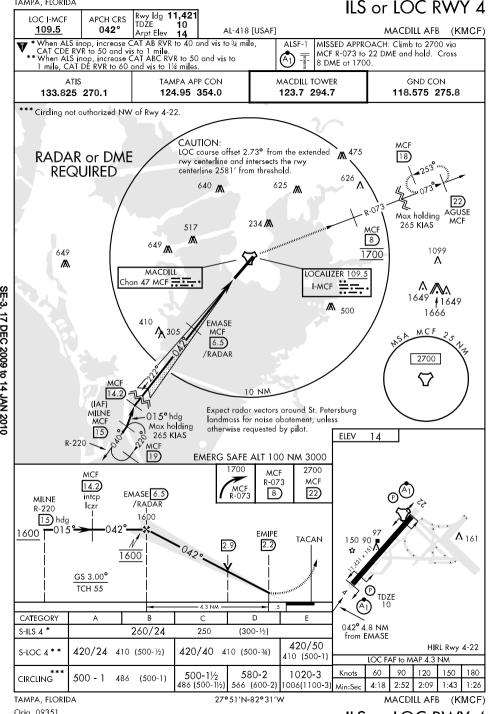


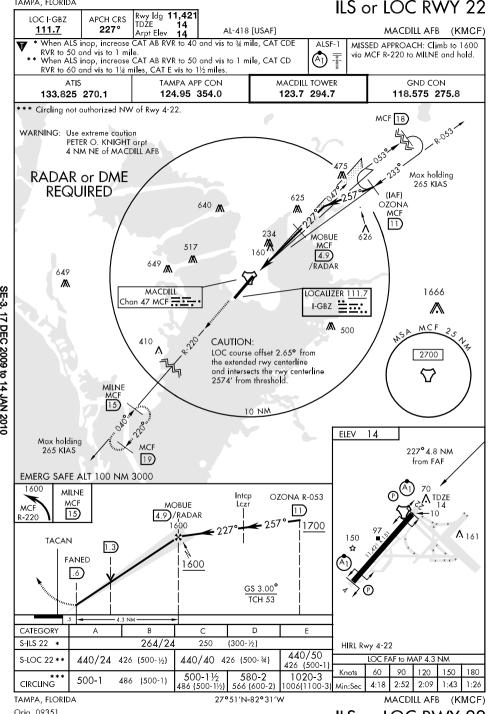
(FOOXX.FOOXX1) 09183 ST-416 (FAA) FOOXX ONE ARRIVAL (RNAV) TAMPA, FLORIDA SEMINOLE TAMPA APP CON 132.52 269.1 SZW LAKELAND LINDER RGNL ATIS 118.025 MAC DILL AFB ATIS 133.825 270.1 TAMPA INTLATIS ARR 126.45 ST. PETERSBURG-CLEARWATER INTL ATIS 134.5 **VANDENBURG AWOS-3** 121.125 **IFGGT** Expect to cross at FL270 **TABIR** KTPA Landing North: Expect to cross at 13,000'. KTPA and KPIE Landing South: Expect to cross at 13,000' and 250 KIAS. SE-3, 17 DEC 2009 to 14, IAN 2010 **DARBS** KTPA Landing North and KTPA and KPIE Landing South: Expect to cross at 10,000' HUGMA DADPF Landing All Satellite Airports and -TAMPA EXECUTIVE KTPA and KPIE Landing South: Expect radar vectors prior to DADPE WP. TAMPA INTL ST. PETERSBURG-CIFARWATER INTI MAC DILL AFB NOTE: For non-GPS equipped aircraft, LAL must be operational. **BAYZZ** NOTE: Primary landing runways 36L/R,18L/R. AGOO NOTE:. DME/DME/IRU or GPS Required. ALBERT WHITTED NOTE: Turbojet/Turboprop aircraft only. NOTE: Radar Required. WOBKI NOTE: RNAV 1. KTPA Landing North: Expect radar vectors prior to WOBKI WP. NOTE: Chart not to scale. SEMINOLE TRANSITION (SZW.FOOXX1): From FOOXX WP via 137° track to DADPE WP, thence as depicted to WOBKI WP, then via 065° heading. Expect radar vectors. LOST COMMUNICATIONS: KTPA Landing North: Continue track to WOBKI WP, then turn left to intercept the Runway 36L final approach course, conduct approach. KTPA Landing South: Continue track to FOOXX WP, then turn left direct to HUGMA WP, conduct RNAV (GPS) Rwy 18R approach.

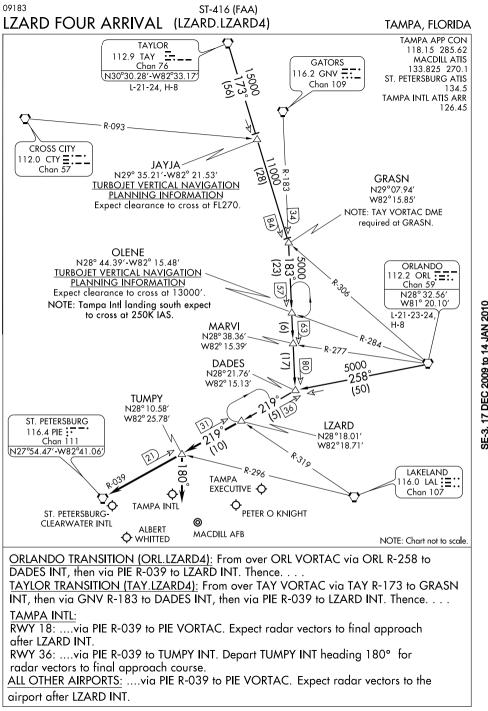


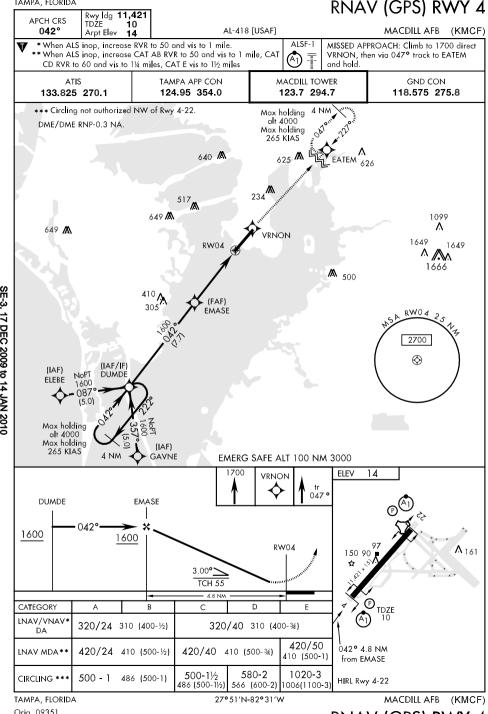


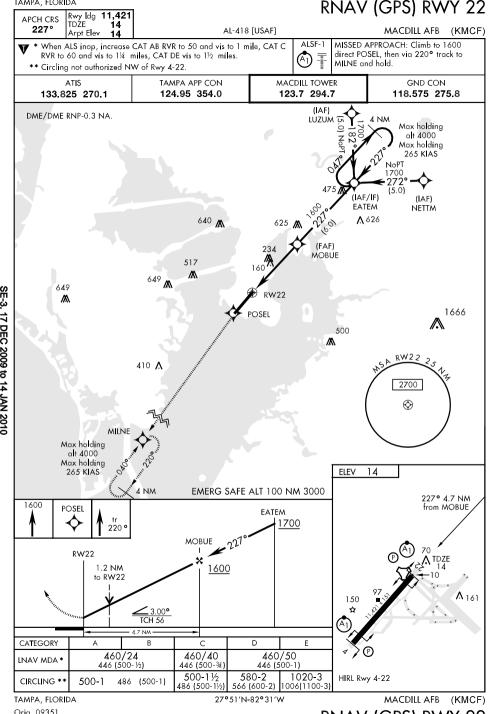


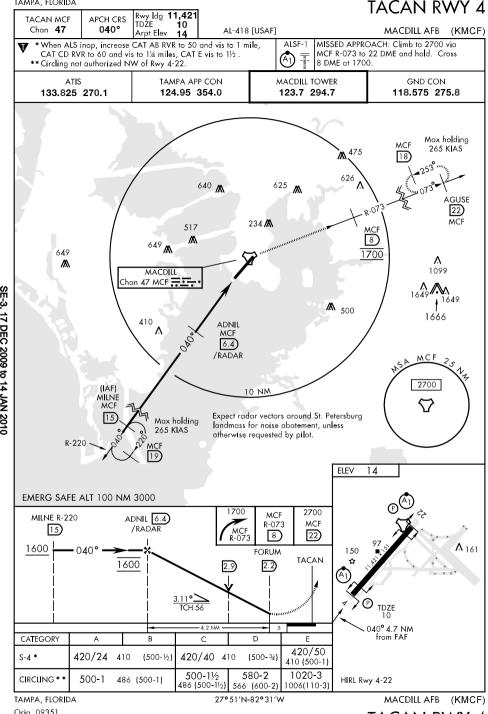


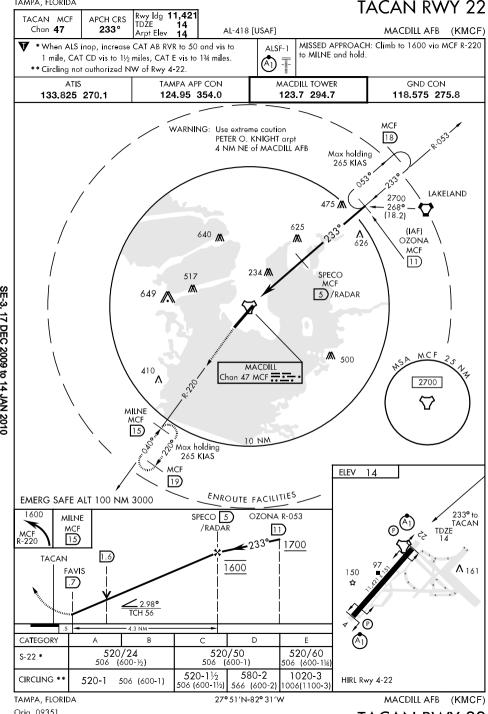


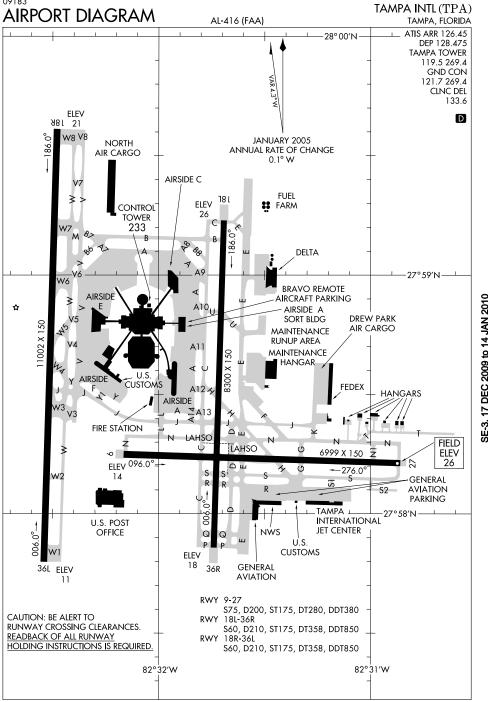






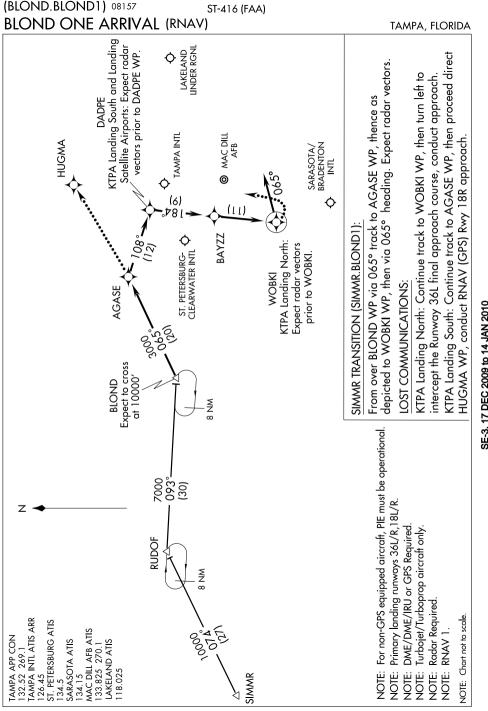






(BAYPO1.BAYPO) 08157 SL-416 (FAA) TAMPA INTL (TPA) BAYPO ONE DEPARTURE (RNAV) TAMPA, FLORIDA ATIS DEP DUNKN ALMA 128.475 **AMG** CLNC DEL 133.6 GND CON 121.7 269.4 TAMPA TOWER 119.5 269.4 TAMPA DEP CON 118.8 239.3 CAMJO DEPARTURE ROUTE DESCRIPTION TAKE-OFF RWY 18L, 18R: Climb heading 184° to 540, then right turn direct MOTOE, then right turn direct RIPIE, then via depicted route to BAYPO, thence.... FAGAN TAKE-OFF RWY 36L: Climb heading 004° to 540, then direct WORAL, then via depicted route to BAYPO, thence..... TAKE-OFF RWY 36R: Climb heading 004° to 540, then right turn direct EGDUE, then via depicted route to BAYPO, thence.... **BAYPO** ....Maintain 6000 or as assigned by ATC. Expect clearance to filed altitude within ten minutes after departure. **OSPRY** ALMA TRANSITION (BAYPO1.AMG): DUNKN TRANSITION (BAYPO1.DUNKN): TAKE-OFF OBSTACLES: Rwy 18L: Antenna and building beginning WORAL **EGDUE** 3279' from DER, 1160' left of centerline, up to 146' AGL/155' MSL. 540 540 Rwy 18R: Multiple trees beginning 482' from DER, 578' right of centerline, up to 33' AGL/ AVFYA 37' MSL. Rwy 36L: Tree 752' from DER, 696' right of centerline, 42' AGL/66' MSL. RIPIE 540 Do not exceed 540 220 KIAS until NOTE: RNAV 1. passing RIPIE. NOTE: For Turbojets only. NOTE: RADAR Required. MOTOE NOTE: DME/DME/IRU or GPS Required. NOTE: For non-GPS equipped aircraft: ORL DME must be TAKE-OFF MINIMUMS: operational for ALMA and DUNKN transitions. Rwy 9, 27: NA-ATC. Rwys 18L, 18R, 36R, 36L: STANDARD. NOTE: Chart not to scale.

SE-3, 17 DEC 2009 to 14, IAN 2010



08157 BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) ST-416 (FAA) TAMPA, FLORIDA TAMPA APP CON 134.25 279.6 (TURBOJETS & TURBOPROPS) ST. PETERSBURG 119.65 362.3 (PROPS) 116.4 PIE :-TAMPA INTLATIS ARR Chan 111 126.45 N27°54.47′ - W82°41.06′ ST. PETERSBURG ATIS 134.5 MAC DILL AFB ATIS TAMPA 133.825 270.1 **CLEARWATER** INTL AIRPARK IAKFIAND

MAC\_DILL O, PETER O'KNIGHT 116.0 LAL : ■ . . Chan 107 ST. PETERSBURG-AFB 0 CLEARWATER INTL ALBERT WHITTED 🖒 **JSTRM** N27°41.51′ W82°25.35' PAHOKEE **BRDGE** 115.4 PHK :... N27°27.16′ - W82°08.06′ Chan 101 TURBOJET VERTICAL NAVIGATION N26°46.96′ - W80°41.49′ L-23. H-8 PLANNING INFORMATION TAMPA INTL landing south: Expect ROGAN 11000 clearance to cross at 11000'. N27°15.05′ Å TAMPA INTL landing north: Expect W81° 53.57′ clearance to cross at 11000' and 250Kts.

17 DEC 2009 to 14 .IAN 2010

LA BELLE

Chan 41

N26°49.69

W81°23.49'

L-21-23, H-8

10.4 LBV :::

LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . .

LEE COUNTY

Chan 55

N26°31.79′ - W81°46.55′

L-21-23, H-8

111.8 RSW :--

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . . PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to

BRDGE INT. Thence. . . .

## TAMPA INTL:

NOTE: Chart not to scale.

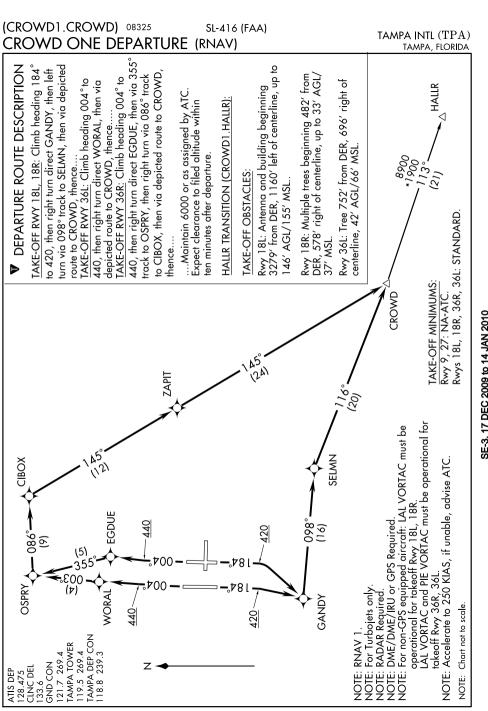
. . . .RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.

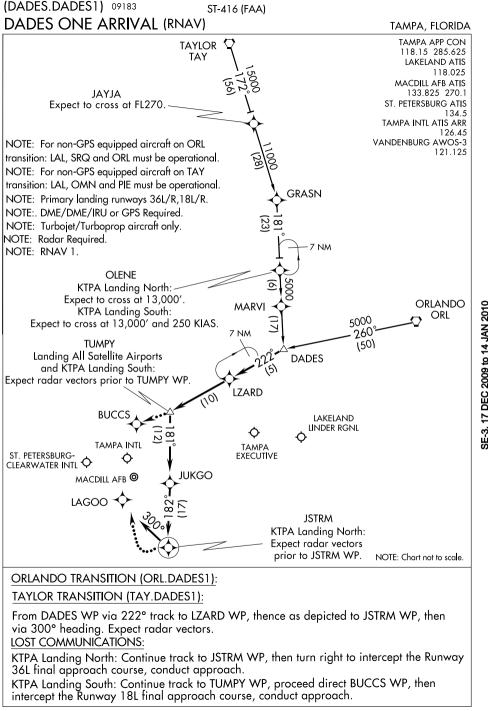
. . . . RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT,

. . . . From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.

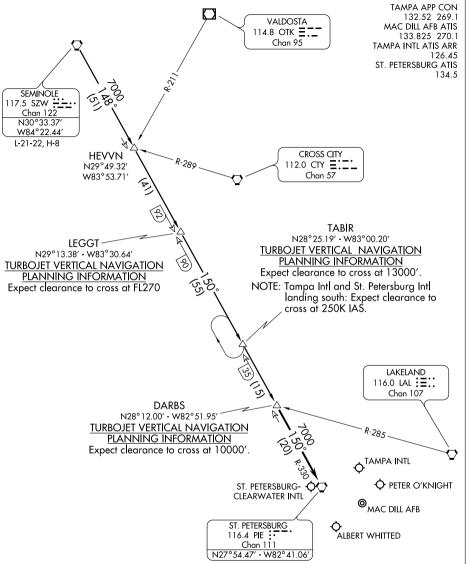
ALBERT WHITTED:





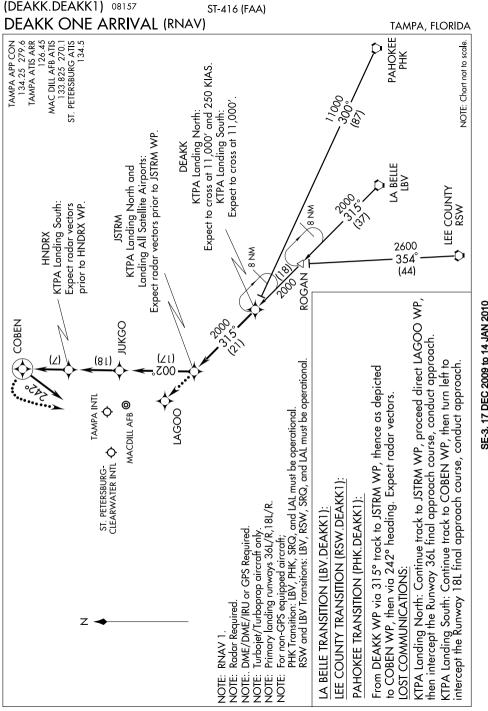
NOTE: Chart not to scale.

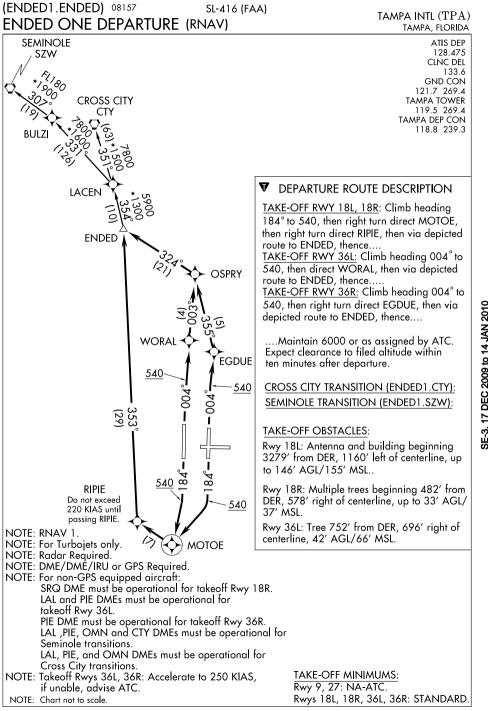
## DARBS ONE ARRIVAL (DARBS.DARBS1) ST-416 (FAA)



SEMINOLE TRANSITION (SZW.DARBS1): From over SZW VORTAC via SZW R-148 and PIE R-330 to DARBS INT. Thence. . . .

. . . . From over DARBS INT via PIE R-330 to PIE VORTAC. Expect radar vectors to final approach course after DARBS INT.

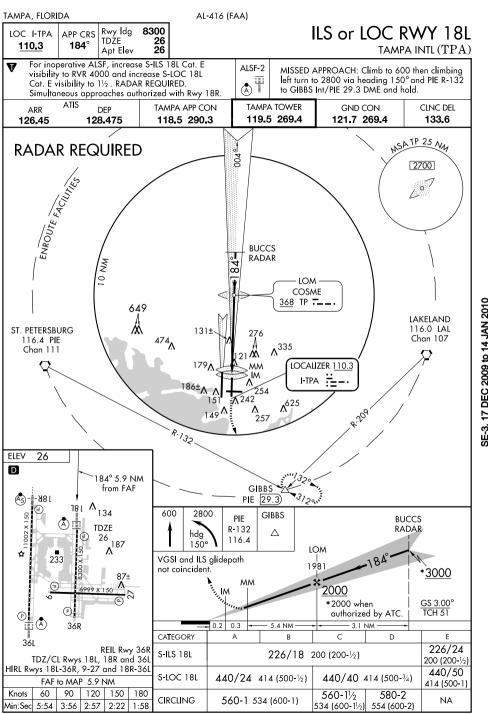


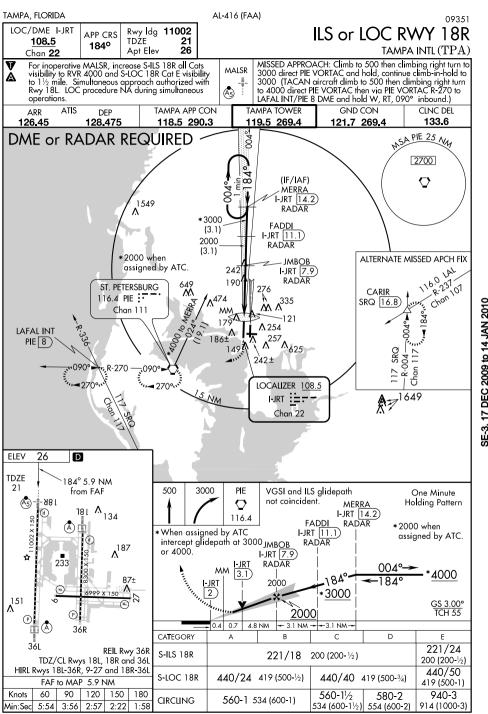


(FOOXX.FOOXX1) 09183 ST-416 (FAA) FOOXX ONE ARRIVAL (RNAV) TAMPA, FLORIDA SEMINOLE TAMPA APP CON 132.52 269.1 SZW LAKELAND LINDER RGNL ATIS 118.025 MAC DILL AFB ATIS 133.825 270.1 TAMPA INTLATIS ARR 126.45 ST. PETERSBURG-CLEARWATER INTL ATIS 134.5 **VANDENBURG AWOS-3** 121.125 **IFGGT** Expect to cross at FL270 **TABIR** KTPA Landing North: Expect to cross at 13,000'. KTPA and KPIE Landing South: Expect to cross at 13,000' and 250 KIAS. SE-3, 17 DEC 2009 to 14, IAN 2010 **DARBS** KTPA Landing North and KTPA and KPIE Landing South: Expect to cross at 10,000' HUGMA DADPF Landing All Satellite Airports and -TAMPA EXECUTIVE KTPA and KPIE Landing South: Expect radar vectors prior to DADPE WP. TAMPA INTL ST. PETERSBURG-CIFARWATER INTI MAC DILL AFB NOTE: For non-GPS equipped aircraft, LAL must be operational. **BAYZZ** NOTE: Primary landing runways 36L/R,18L/R. AGOO NOTE:. DME/DME/IRU or GPS Required. ALBERT WHITTED NOTE: Turbojet/Turboprop aircraft only. NOTE: Radar Required. WOBKI NOTE: RNAV 1. KTPA Landing North: Expect radar vectors prior to WOBKI WP. NOTE: Chart not to scale. SEMINOLE TRANSITION (SZW.FOOXX1): From FOOXX WP via 137° track to DADPE WP, thence as depicted to WOBKI WP, then via 065° heading. Expect radar vectors. LOST COMMUNICATIONS: KTPA Landing North: Continue track to WOBKI WP, then turn left to intercept the Runway 36L final approach course, conduct approach. KTPA Landing South: Continue track to FOOXX WP, then turn left direct to HUGMA WP, conduct RNAV (GPS) Rwy 18R approach.

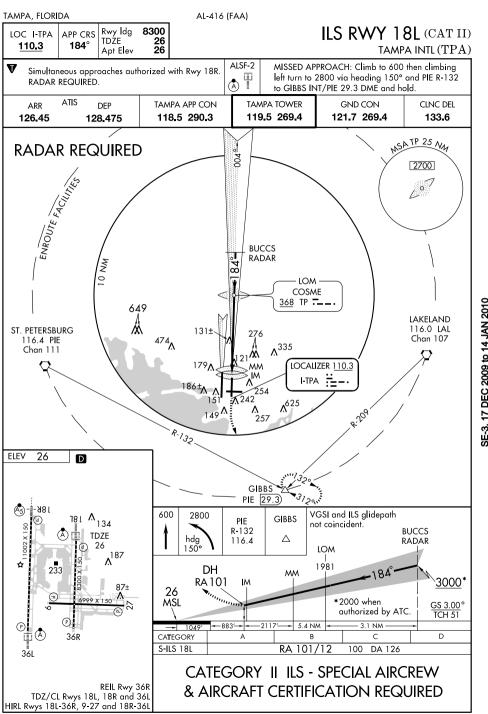
(GANDY1.GANDY) 07186 SL-416 (FAA) TAMPA INTL (TPA) **GANDY ONE DEPARTURE (RNAV)** TAMPA, FLORIDA ATIS DEP **JERFT** 128.475 **OSPRY** CLNC DEL 278° 133.6 GND CON (11) 121.7 269.4 TAMPA TOWER 119.5 269.4 TAMPA DEP CON 118.8 239.3 WORAL **EGDUE** V DEPARTURE ROUTE DESCRIPTION 440 TAKE-OFF RWY 18L, 18R: Climb heading 184° to 420, then right turn direct GANDY, thence.... TAKE-OFF RWY 36L: Climb heading 004° to 440, then right turn direct WORAL, then via 003° Track to OSPRY, then via 278° Track to JERET, then left turn via 161° Track to GANDY, thence.... TAKE-OFF RWY 36R: Climb heading 004° to 440, then right turn direct EGDUE, then via 355° Track to OSPRY, then via 278° Track to JERET, then left turn via 161° Track to GANDY, thence.... 420 420 ....Maintain 6000 or as assigned by ATC. Expect clearance to filed altitude within ten minutes after departure. SABEE TRANSITION (GANDY1.SABEE): TAKE-OFF OBSTACLES: GANDY -Rwy 18L: Antenna and bldg beginning 3279' from DER, 1160' left of centerline, up to 146' AGL/155' MSL. Rwy 18R: Multiple trees beginning 482' from DER, 578' right of centerline, up to 33' AGL/37' MSL. Rwy 36L: Tree 752' from DER, 696' right of centerline, 42' AGL/66' MSL. **PAIRS** TAKE-OFF MINIMUMS: Rwy 9, 27: NA-ATC. Rwys 18L, 18R, 36R, 36L: STANDARD. MURDO NOTE: RNAV 1. SABEE NOTE: For Turbojets only. NOTE: RADAR Required. NOTE: DME/DME/IRU or GPS Required. NOTE: For non-GPS equipped aircraft: LAL VORTAC, SRQ VORTAC, and PIE VORTAC must be operational for take-off Rwys 18L, 18R. LAL VORTAC must be operational for take-off Rwy 36R. LAL VORTAC and PIE VORTAC must be operational for take-off Rwy 36L. NOTE: Accelerate to 250 KIAS, if unable, advise ATC. NOTE: Chart not to scale.

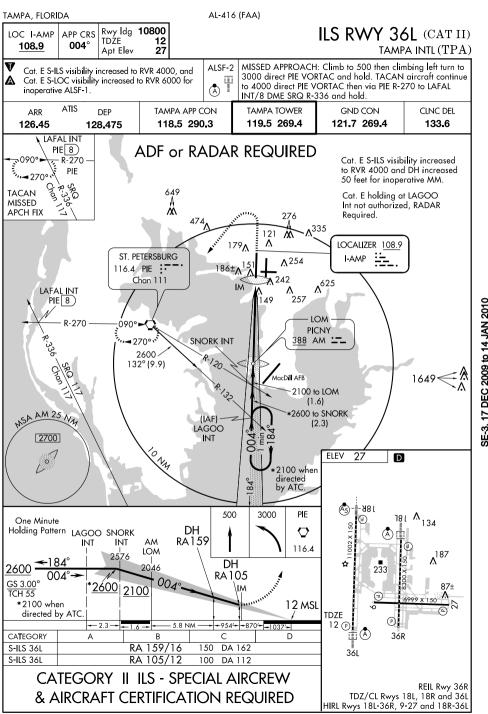
SE-3, 17 DEC 2009 to 14, JAN 2010

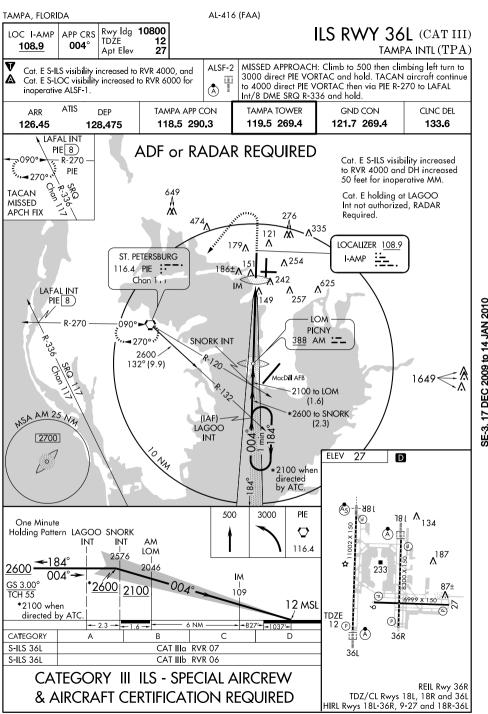


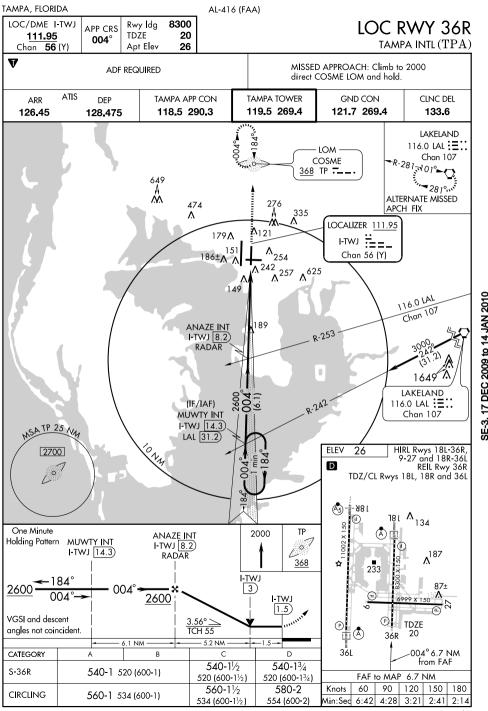


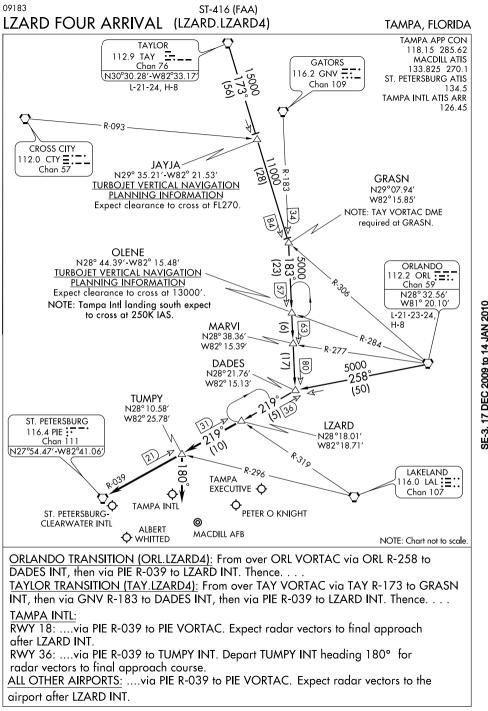
SE-3, 17 DEC 2009 to 14, IAN 2010

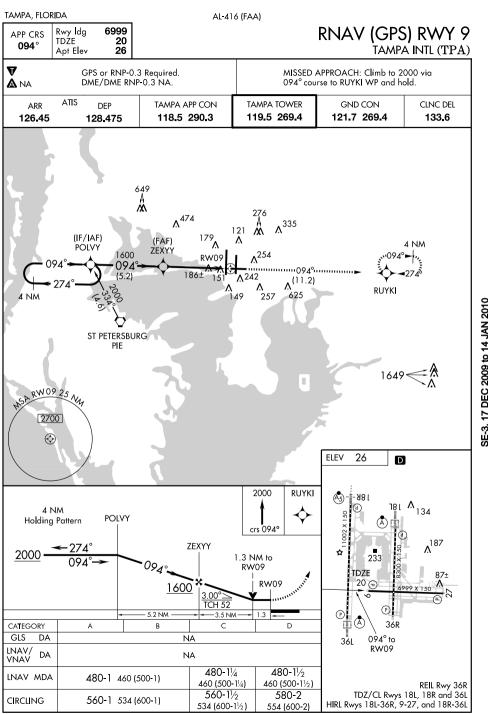


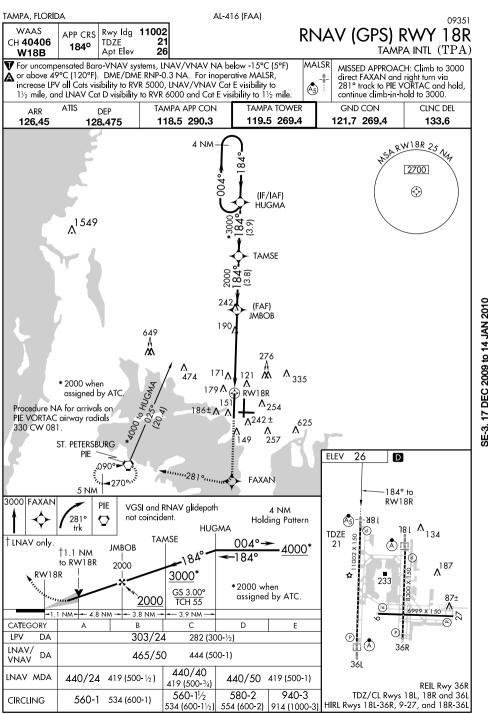


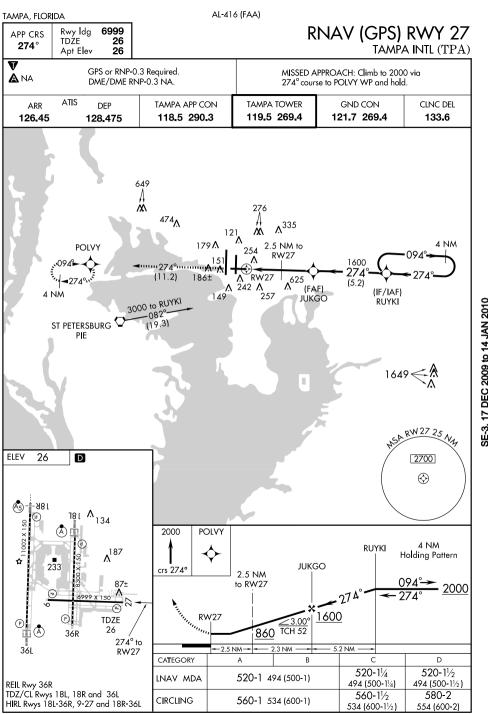


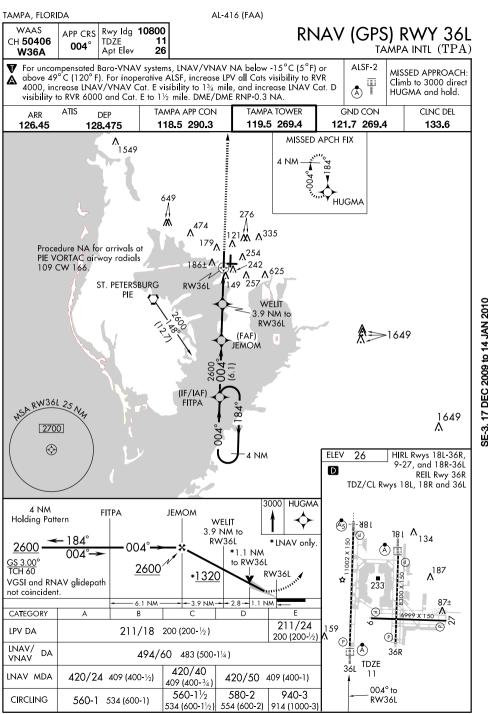


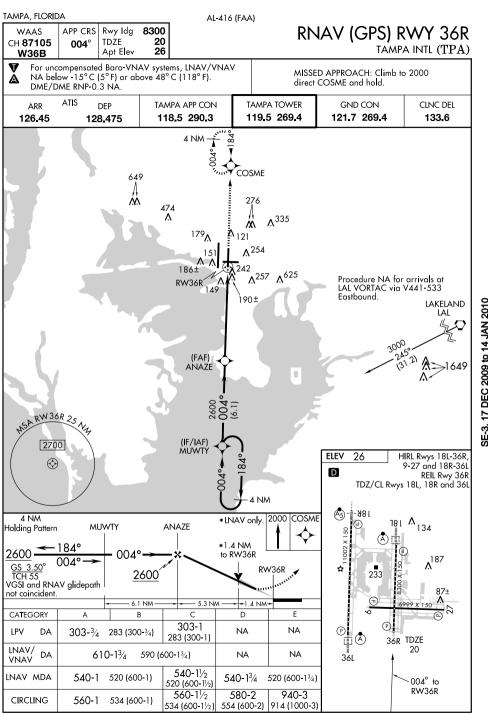


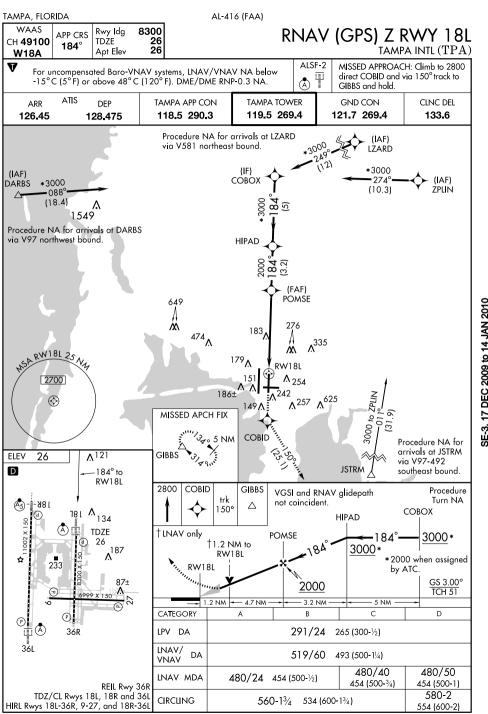


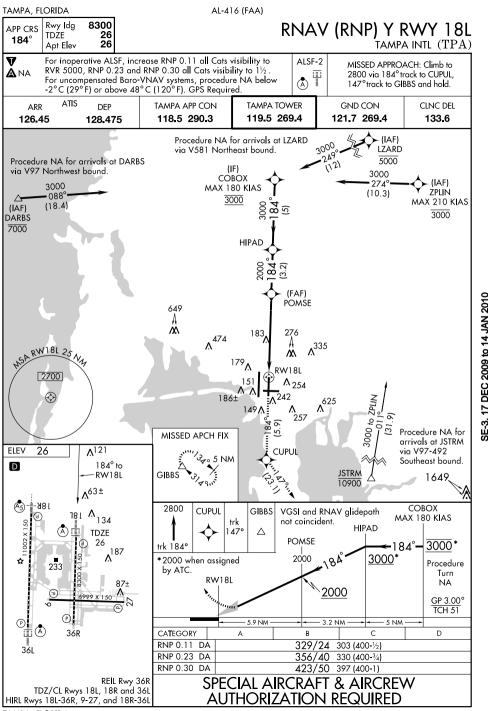


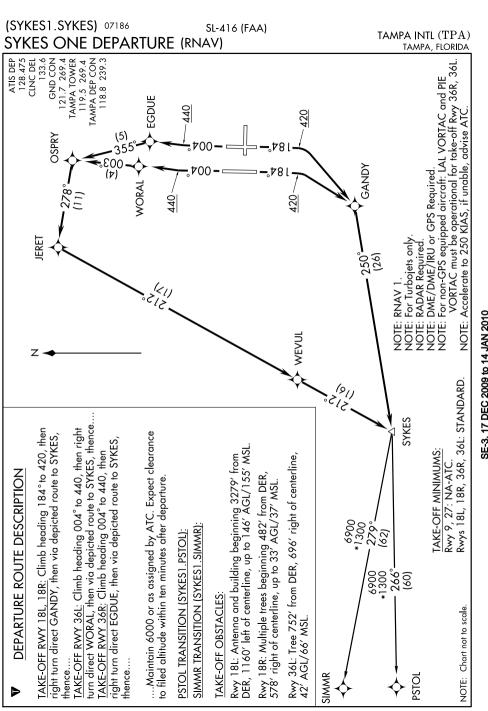












(TPA4.TPA) 09127 SL-416 (FAA) TAMPA INTL (TPA) TAMPA FOUR DEPARTURE TAMPA, FLORIDÁ ATIS DEP SEMINOLE TAYLOR 128.475 117.5 SZW =-.. 112.9 TAY --**TOWER** Chan 122 Chan 76 119.5 269.4 N30°33.37′-W84°22.44′ N30°30.28′-W82°33.17′ **GND CON** L-21-22. H-8 121.7 269.4 L-21-24, H-8 CLNC DEL **GATORS** 133 6 **OCALA** 116.2 GNV .... TAMPA DEP CON 113.7 OCF .... Chan 109 118.8 239.3 Chan 84 N29°41.53′-W82°16.38′ **CROSS CITY** N29° 10.65′-W82° 13.58′ 112.0 CTY **=**: L-21-24, H-8 L-21-24 Chan 57 N29°35.94′-W83°02.92′ L-21-24, H-8 **ORIANDO** 112.2 ORL :=:. ST PETERSBURG Chan 59 116.4 PIE :-N28° 32.56′-W81° 20.10′ Chan 111 L-21-23-24, H-8 - 090°<del>-></del> N27°54.47′-W82°41.06′ L-21-24, H-8 COVIA LAKELAND N27° 56.18′ W84° 44.16′ 116.0 LAL **:≣∷** Chan 107 N27°59.17′-W82°00.83′ L-21-24, H-8 SARASOTA 117 SRQ ::-Chan 117 **PAHOKEE** N27°24.42′-W82°33.82′ 115.4 PHK :::: L-21-23, H-8 Chan 101 N26°46.96′-W80°41.49′ L-23. H-8 TAKEOFF MINIMUMS: Rwy 9, 27, 36R, 36L Standard. Rwy 18R JETS: Standard. <u>ALĹ OTHERS</u>: Standard. ATC climb of 411 feet per NM to 2600. LEE COUNTY 111.8 RSW .... Rwy 18L JETS: Standard. ALL OTHERS: Standard. ATC climb of 389 feet per NM to Chan 55 N26° 31.79′-W81° 46.55′ NOTE: RADAR Required. L-21-23, H-8 2600. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKEOFF RWY 9: Climb heading 090°, Thence... TAKEOFF RWY 18R: JETS: Climb heading 200°, Thence... ALL OTHERS: Climb heading 180° to cross PIE R-110 at or above 2600, thence...

SE-3, 17 DEC 2009 to 14, IAN 2010

TAKEOFF RWY 18L: <u>JETS</u>: Climb heading 210°, Thence... <u>ALL OTHERS</u>:

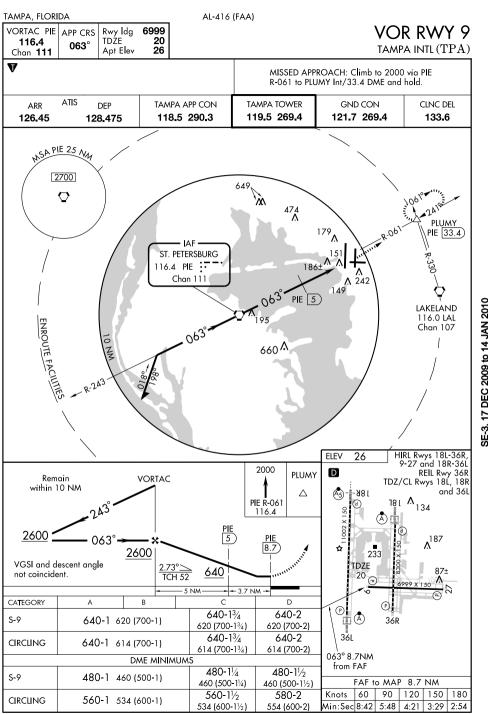
Climb heading 180° to cross PIE R-110 at or above 2600, thence...

TAKEOFF RWY 27: Climb heading 270°, Thence...

TAKEOFF RWY 36R/36L: Climb heading 360°, or as assigned by ATC.

Thence Expect vectors to join filed/assigned route. JETS: Maintain 6000. ALL OTHERS:

Maintain 3000. Expect clearance to filed altitude/flight level within 10 minutes after departure. (CONTINUED ON NEXT PAGE) (TPA4.TPA) 09127 SL-416 (FAA) TAMPA INTL (TPA) TAMPA FOUR DEPARTURE TAMPA, FLORIDA TAKEOFF OBSTACLE NOTES: Rwy 9: Tree 2225 feet from DER, 464 feet left of centerline, 45 feet AGL/84 feet MSL. Tower 4214 feet from DER, 265 feet right of centerline, 105 feet AGL/145 feet MSL Rwy 18L: Antenna and bldg beginning 3279 feet from DER, 1160 feet left of centerline, up to 146 feet AGL/155 feet MSL. Rwy 18R: Multiple trees beginning 482 feet from DER, 578 feet right of centerline, up to 33 feet AGL/37 feet MSL. Rwy 27: Building and antenna beginning 4354 feet from DER, 1162 feet left of centerline, up to 154 feet AGL/158 feet MSL. Multiple trees beginning 585 feet from DER, 419 feet right of centerline, up to 44 feet AGL/ 58 feet MSL. Rwy 36L: Tree 752 feet from DER, 696 feet right of centerline, 42 feet AGL/66 feet MSL. SE-3, 17 DEC 2009 to 14, IAN 2010



08157 BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) ST-416 (FAA) TAMPA, FLORIDA TAMPA APP CON 134.25 279.6 (TURBOJETS & TURBOPROPS) ST. PETERSBURG 119.65 362.3 (PROPS) 116.4 PIE :-TAMPA INTLATIS ARR Chan 111 126.45 N27°54.47′ - W82°41.06′ ST. PETERSBURG ATIS 134.5 MAC DILL AFB ATIS TAMPA 133.825 270.1 **CLEARWATER** INTL AIRPARK IAKFIAND

MAC\_DILL O, PETER O'KNIGHT 116.0 LAL : ■ . . Chan 107 ST. PETERSBURG-AFB 0 CLEARWATER INTL ALBERT WHITTED 🖒 **JSTRM** N27°41.51′ W82°25.35' PAHOKEE **BRDGE** 115.4 PHK :... N27°27.16′ - W82°08.06′ Chan 101 TURBOJET VERTICAL NAVIGATION N26°46.96′ - W80°41.49′ L-23. H-8 PLANNING INFORMATION TAMPA INTL landing south: Expect ROGAN 11000 clearance to cross at 11000'. N27°15.05′ A TAMPA INTL landing north: Expect W81° 53.57′ clearance to cross at 11000' and 250Kts.

17 DEC 2009 to 14 .IAN 2010

LA BELLE

Chan 41

N26°49.69

W81°23.49'

L-21-23, H-8

10.4 LBV :::

LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . .

LEE COUNTY

Chan 55

N26°31.79′ - W81°46.55′

L-21-23, H-8

111.8 RSW :--

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . . PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to

BRDGE INT. Thence. . . .

## TAMPA INTL:

NOTE: Chart not to scale.

. . . .RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.

. . . . RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

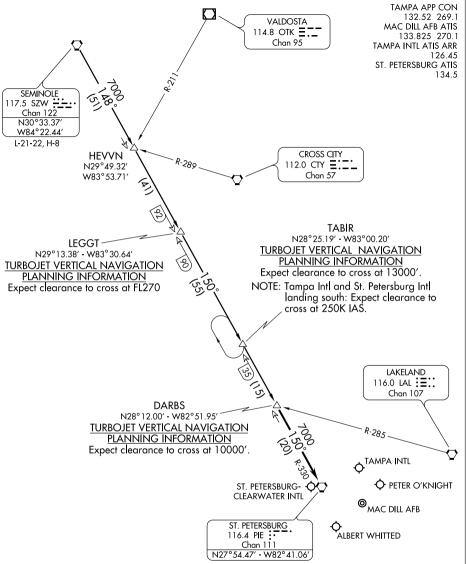
ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT,

. . . . From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.

ALBERT WHITTED:

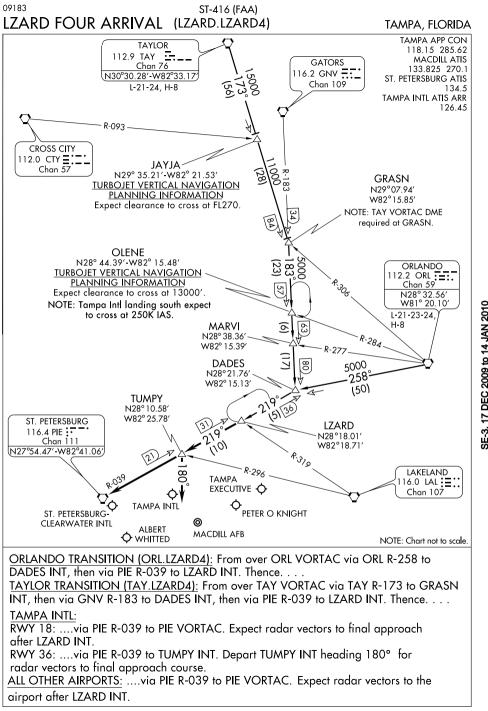
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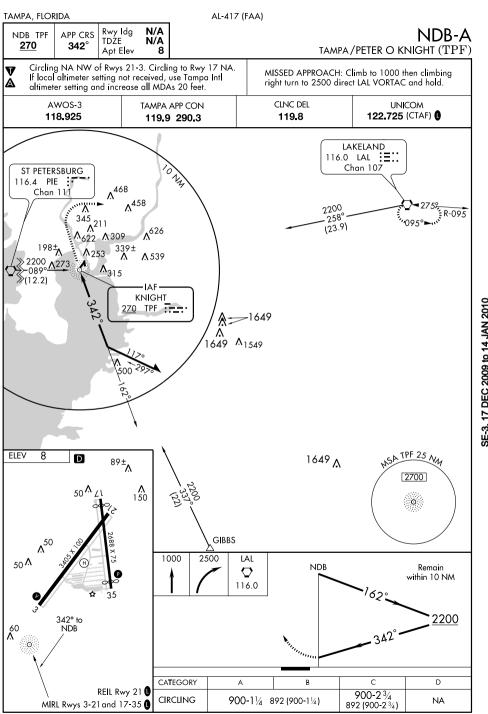
## DARBS ONE ARRIVAL (DARBS.DARBS1) ST-416 (FAA)

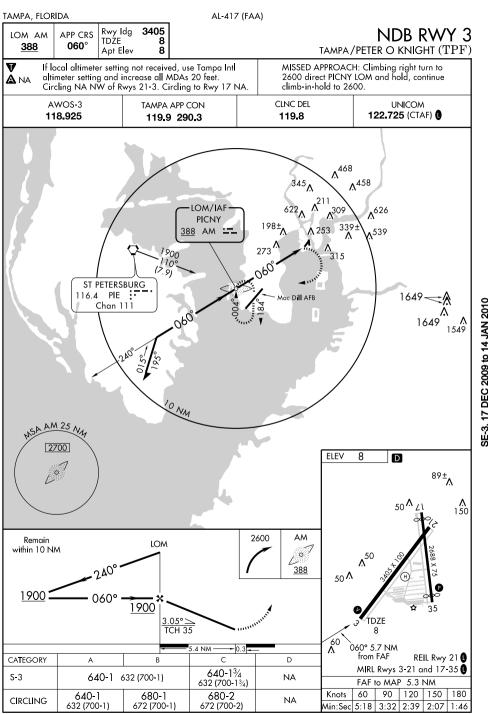


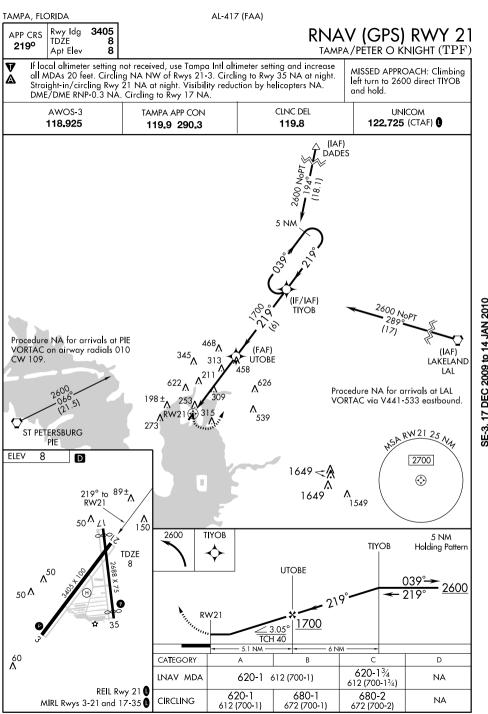
SEMINOLE TRANSITION (SZW.DARBS1): From over SZW VORTAC via SZW R-148 and PIE R-330 to DARBS INT. Thence. . . .

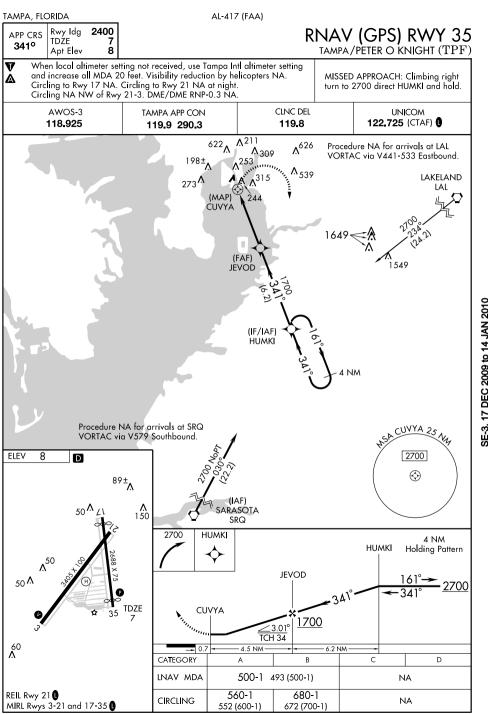
. . . . From over DARBS INT via PIE R-330 to PIE VORTAC. Expect radar vectors to final approach course after DARBS INT.

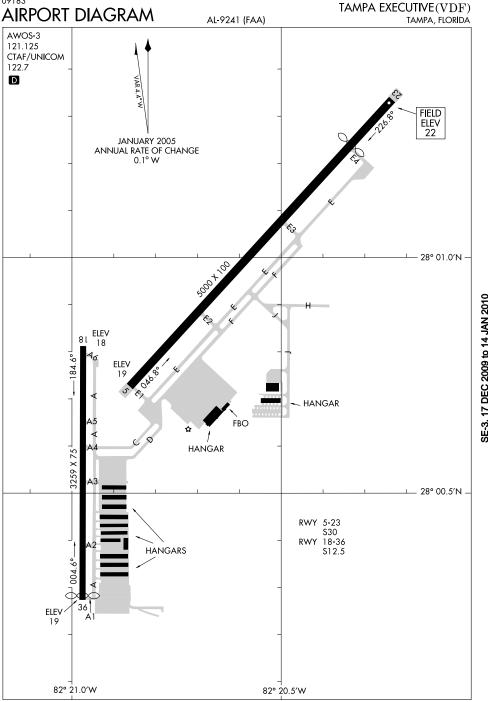


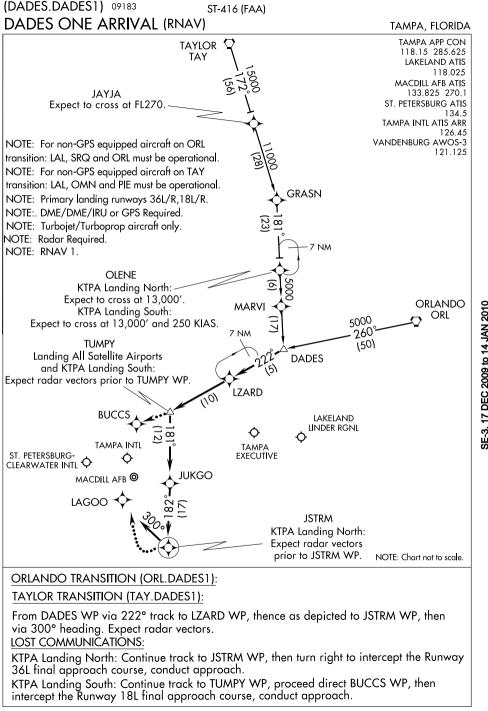




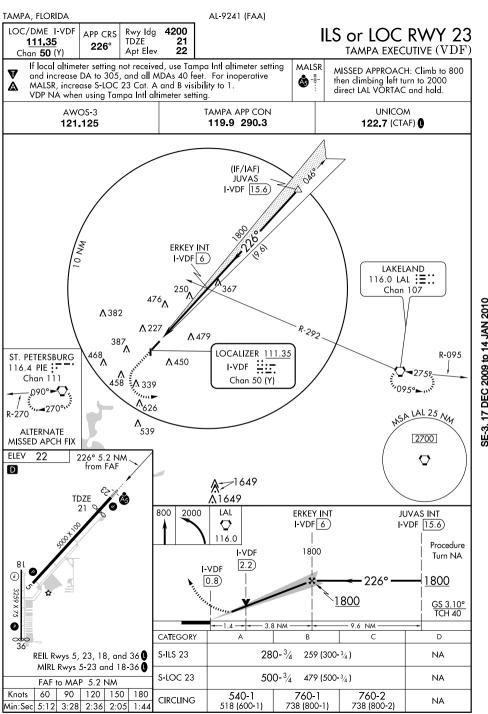


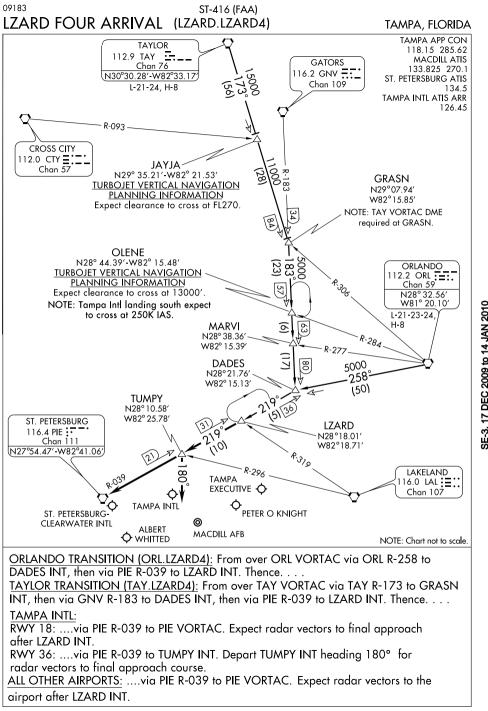


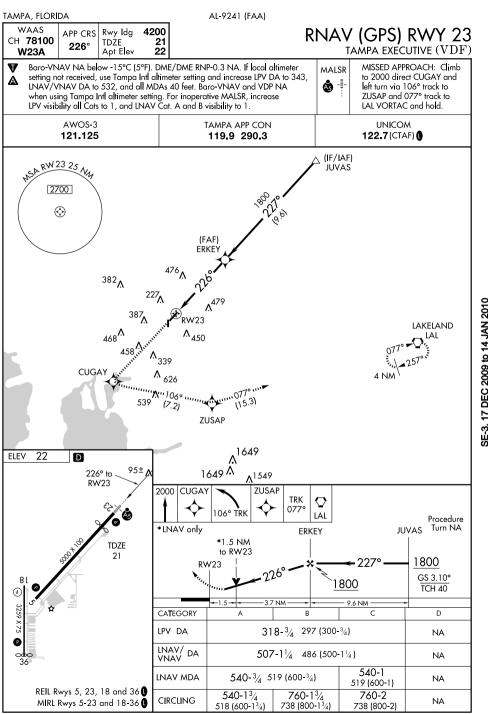


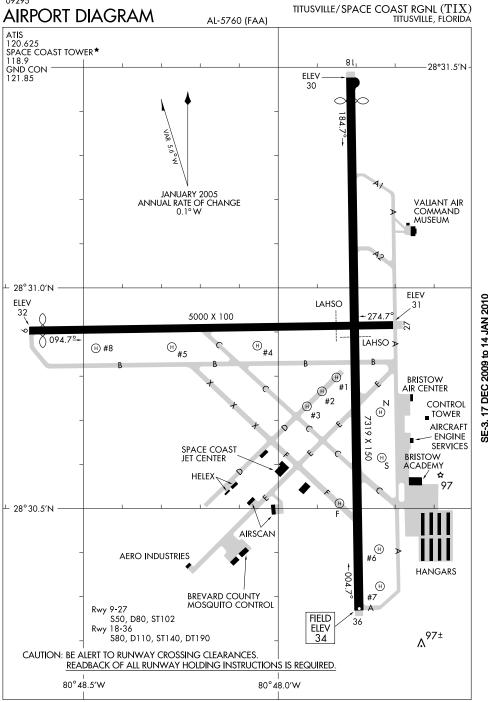


(FOOXX.FOOXX1) 09183 ST-416 (FAA) FOOXX ONE ARRIVAL (RNAV) TAMPA, FLORIDA SEMINOLE TAMPA APP CON 132.52 269.1 SZW LAKELAND LINDER RGNL ATIS 118.025 MAC DILL AFB ATIS 133.825 270.1 TAMPA INTLATIS ARR 126.45 ST. PETERSBURG-CLEARWATER INTL ATIS 134.5 **VANDENBURG AWOS-3** 121.125 **IFGGT** Expect to cross at FL270 **TABIR** KTPA Landing North: Expect to cross at 13,000'. KTPA and KPIE Landing South: Expect to cross at 13,000' and 250 KIAS. SE-3, 17 DEC 2009 to 14, IAN 2010 **DARBS** KTPA Landing North and KTPA and KPIE Landing South: Expect to cross at 10,000' HUGMA DADPF Landing All Satellite Airports and -TAMPA EXECUTIVE KTPA and KPIE Landing South: Expect radar vectors prior to DADPE WP. TAMPA INTL ST. PETERSBURG-CIFARWATER INTI MAC DILL AFB NOTE: For non-GPS equipped aircraft, LAL must be operational. **BAYZZ** NOTE: Primary landing runways 36L/R,18L/R. AGOO NOTE:. DME/DME/IRU or GPS Required. ALBERT WHITTED NOTE: Turbojet/Turboprop aircraft only. NOTE: Radar Required. WOBKI NOTE: RNAV 1. KTPA Landing North: Expect radar vectors prior to WOBKI WP. NOTE: Chart not to scale. SEMINOLE TRANSITION (SZW.FOOXX1): From FOOXX WP via 137° track to DADPE WP, thence as depicted to WOBKI WP, then via 065° heading. Expect radar vectors. LOST COMMUNICATIONS: KTPA Landing North: Continue track to WOBKI WP, then turn left to intercept the Runway 36L final approach course, conduct approach. KTPA Landing South: Continue track to FOOXX WP, then turn left direct to HUGMA WP, conduct RNAV (GPS) Rwy 18R approach.







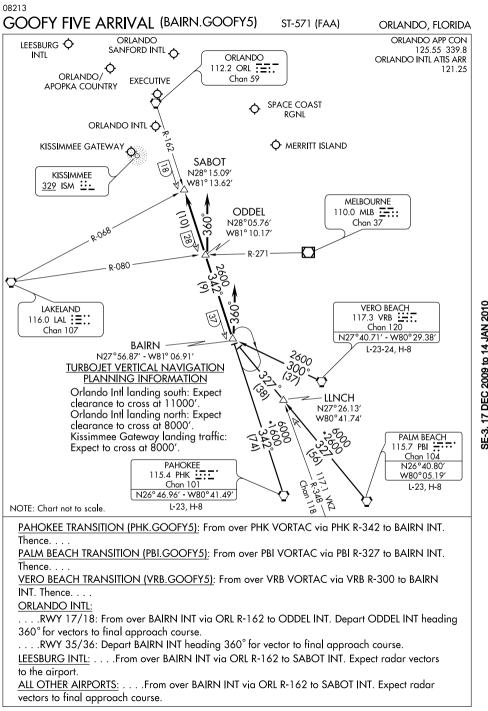


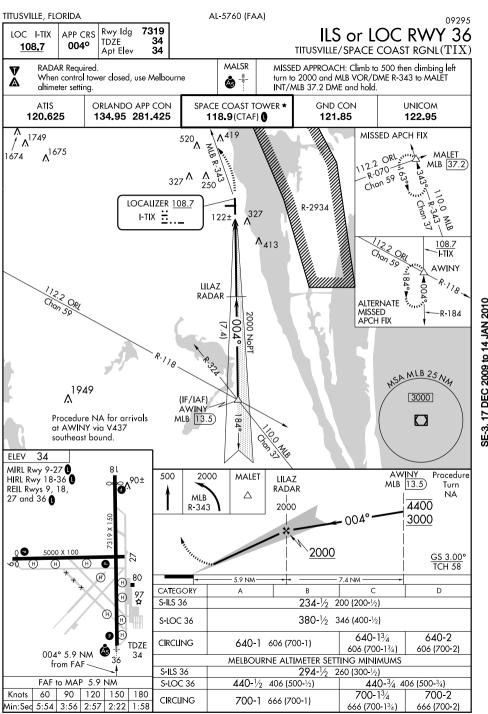
From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

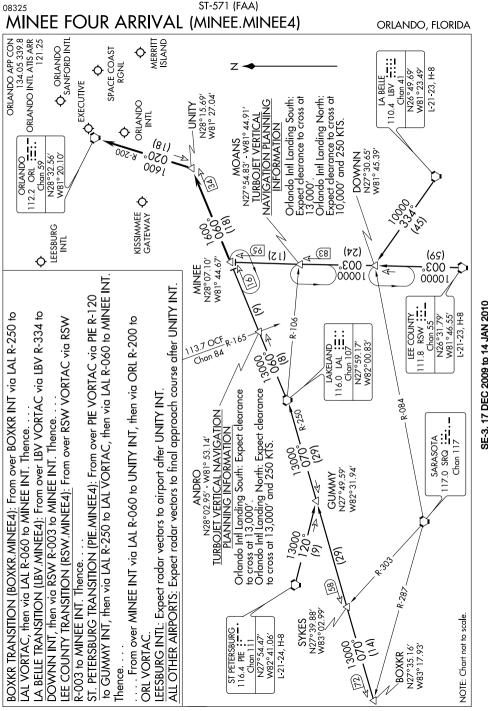
NOTE: Chart not to scale.

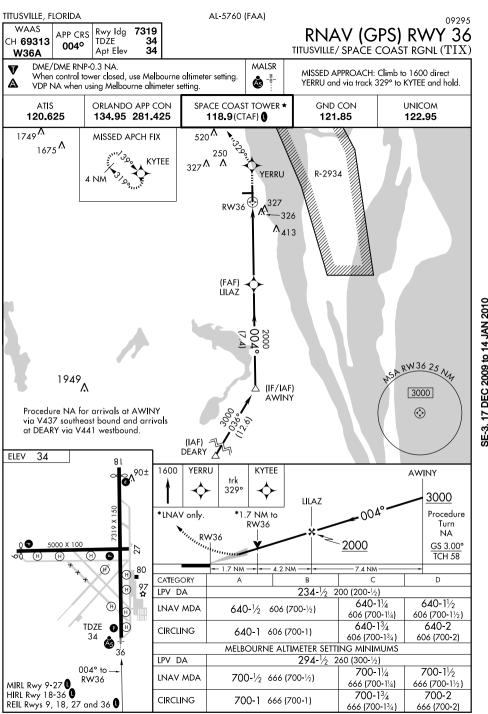
SE-3, 17 DEC 2009 to 14 .IAN 2010

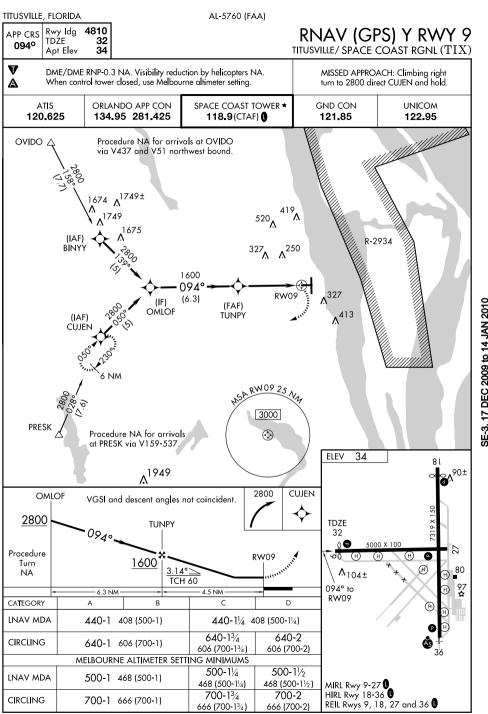
MELBOURNE INTL (COSTR.COSTR2) 09239 ST-571 (FAA) ORLANDO INTL COSTR TWO ARRIVAL (RNAV) ORLANDO, FLORIDA ORLANDO APP CON 125.55 338.2 **LEESBURG** ORLANDO ORLANDO INTL ATIS SANFORD INTL INTI 121.25 KNUKL ᄉ ORLANDO/ ONNER APOPKA COUNTRY NOTE: RNAV 1. ORLANDO TWONA NOTE: Radar Required. **EXECUTIVE** NOTE: DME/DME/IRU or GPS Required. SPACE COAST NOTE: TURBOJET/TURBOPROP aircraft only. **RGNL** NOTE: For aircraft landing satellite airports: expect radar vectors after COSTR. **KRAKN ORLANDO** INTL MERRITT **ISLAND** 4 KISSIMMEE **GATEWAY** TINKR **BIGGR ANDRO** Expect to cross at 13000. **EXBAN** 066° <sup>'P</sup>00 KMCO Landing North: PATRICK 060° (5)Expect 250 KIAS. **AFB** 141 ST PETERSBURG Ò **SETME** GROPE PIF MELBOURNE SE-3, 17 DEC 2009 to 14 JAN 2010 Expect to cross LAKELAND COSTR INTI at FL210. 1260 LAL KMCO Landing North: 5 NM Expect radar vectors after 13000 5000 COSTR SIMMR 101° (62) (29) 066° 066° (8) (3) (29) MOANS KMCO Landina North: 8 NM Expect to cross at 10000 8 NM **GUMMY** and 250 KIAS. KMCO Landing South: 8 NM **SYKFS** Expect to cross at 13000. Expect to cross at FL230. **DOWNN BOXKR** 13000 075° (14) 8 NM ARRIVAL DESCRIPTION BOXKR TRANSITION (BOXKR.COSTR2): LA BELLE TRANSITION (LBV.COSTR2): LEE COUNTY TRANSITION (RSW.COSTR2): IA BFIIF SIMMR TRANSITION (SIMMR.COSTR2): IBV ST. PETERSBURG TRANSITION (PIE.COSTR2): From over COSTR via 060° track to BIGGR. LEE COUNTY thence as depicted to KNUKL. **RSW** NOTE: Chart not to scale.

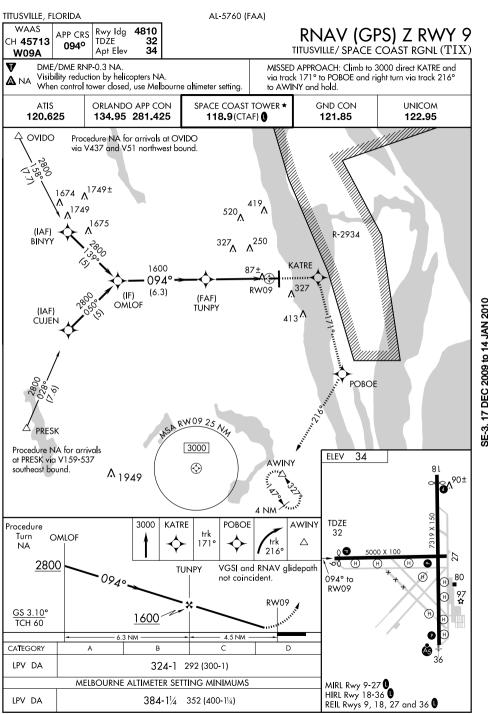


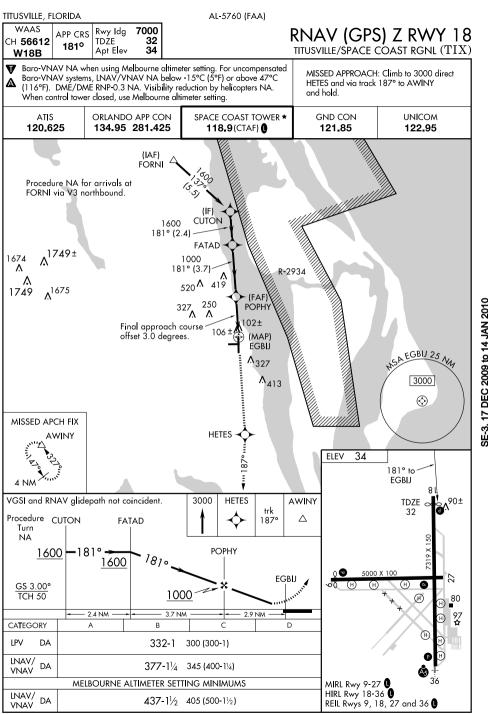










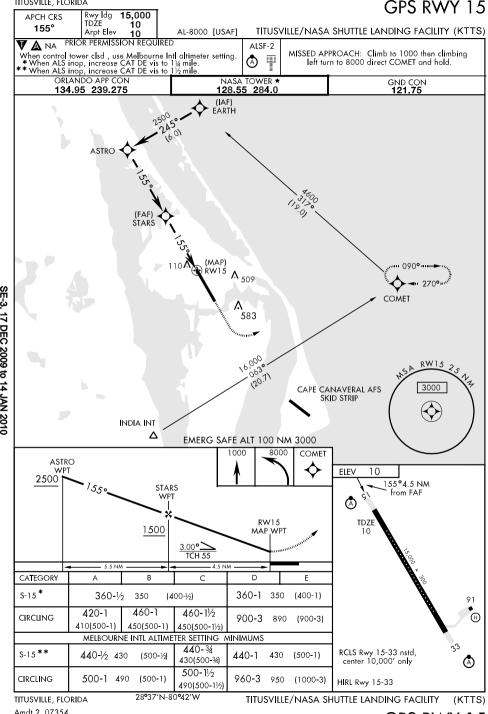


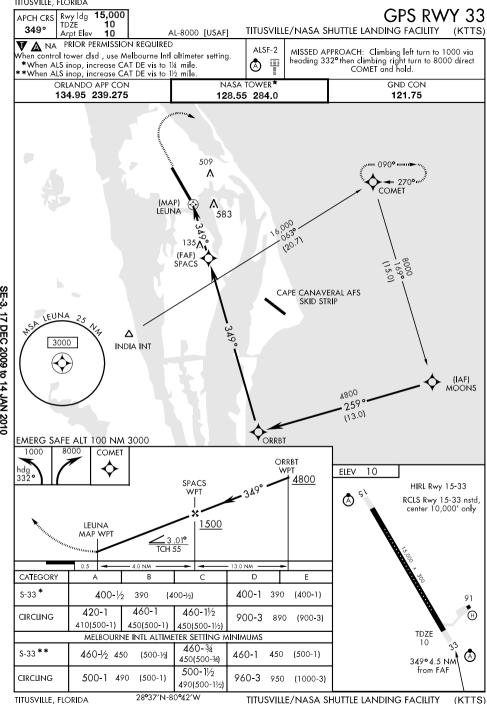
From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

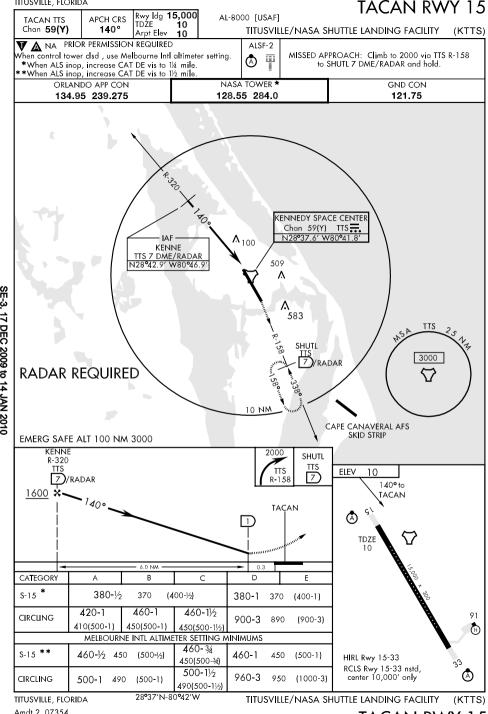
NOTE: Chart not to scale.

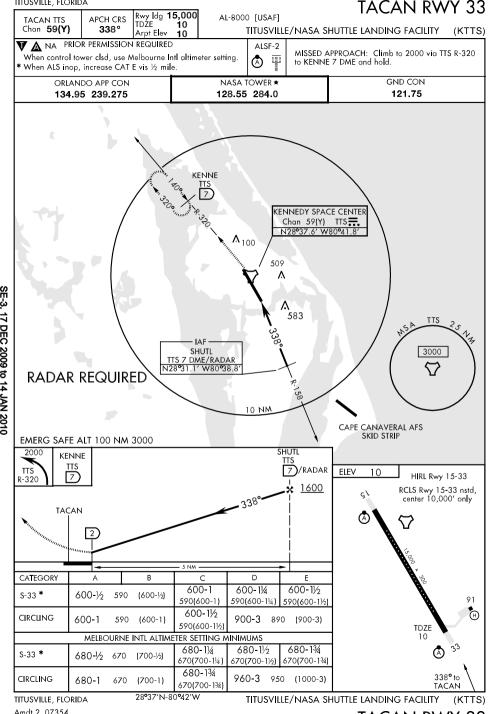
SE-3, 17 DEC 2009 to 14 .IAN 2010

MELBOURNE INTL



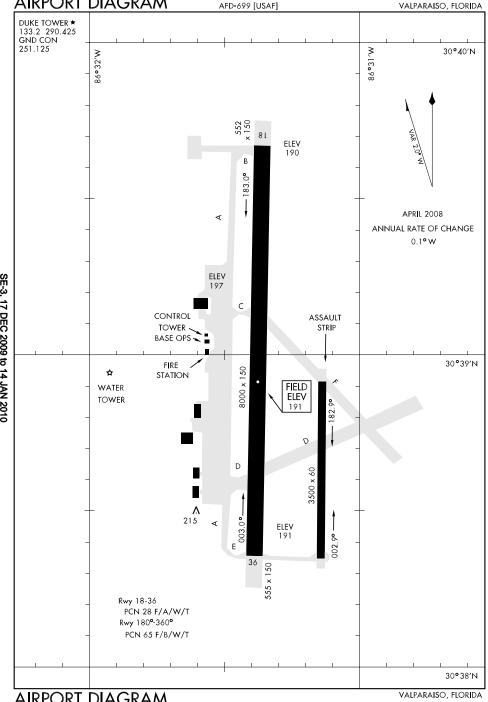


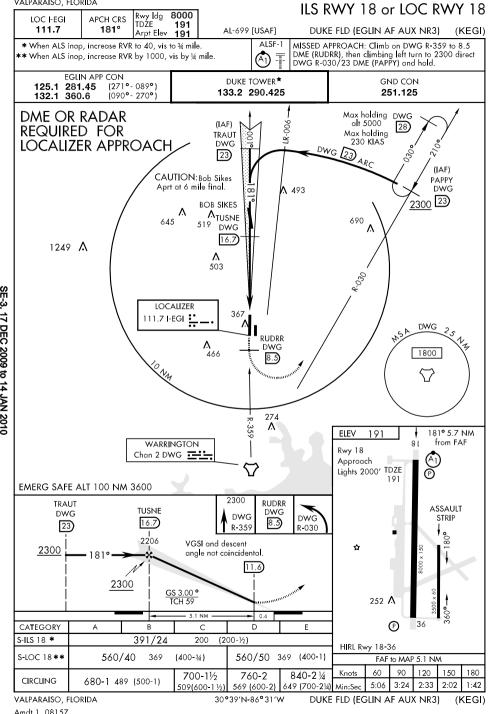


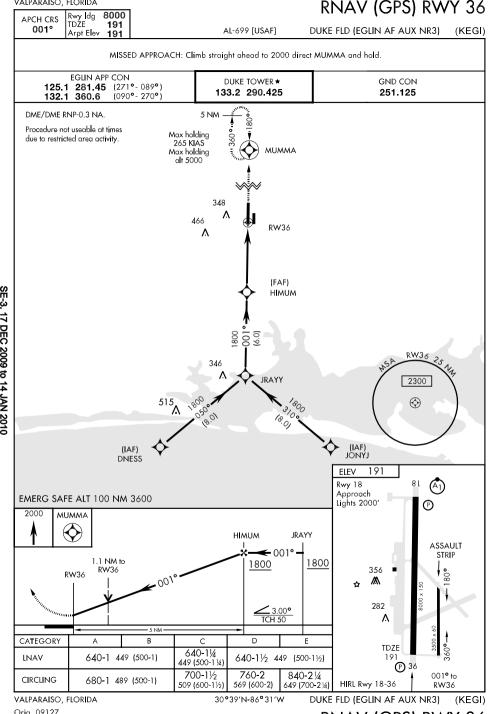


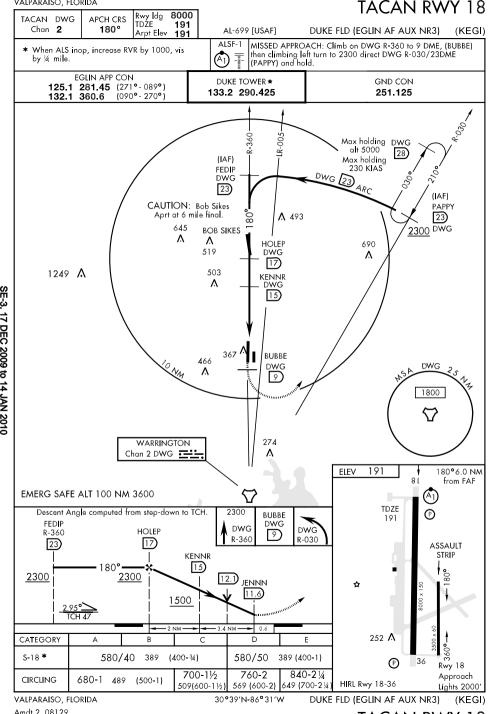
TITUSVILLE, FLORIDA AL-9265 (FAA) 2961 Rwy Idg GPS RWY 15 APP CRS TDŹE 30 161° TITUSVILLE/ARTHUR DUNN AIR PARK (X21)Apt Elev 30 77 Use Space Coast Rgnl altimeter setting; when MISSED APPROACH: Climb to not received, use Orlando Intl altimeter setting. 2000 direct INDIA WP and hold. **A** NA AWOS-3 UNICOM ORLANDO APP CON 119.725 123.0 (CTAF) 0 134.95 281.425 5 NM NoPT for southbound arrivals on OMN VORTAC airway radial 161. (IAF) **ÖAKİE** (FAF) SE-3, 17 DEC 2009 to 14, JAN 2010 YÖNLI MSA RW15 25 My 150 3000 A 243  $\Diamond$ Λ 419 520 INDIA Rwy 4U ldg 1690' Rwy 22U ldg 1508' ELEV 30 Rwy 33 ldg 2532' 161° to OAKIE 2000 RW15 INDIA 5 NM Holding Pattern Δ YONLI **TDZE** 2000 30 16> RW15 1600 VGSI and descent 2.88° \( \sigma \) angles not coincident. 9.4 NM 5 NM CATEGORY С D 660-13/4 660-1 630 (700-1) NA S-15 630 (700-134) 760-2 CIRCLING 660-1 630 (700-1) NA 730 (800-2) ORLANDO INTL ALTIMETER SETTING MINIMUMS 720-2 S-15 720-1 690 (700-1) NA 690 (700-2) 800-21/4 **CIRCLING** 720-1 690 (700-1) NA MIRL Rwy 15-33 ( 770 (800-21/4)

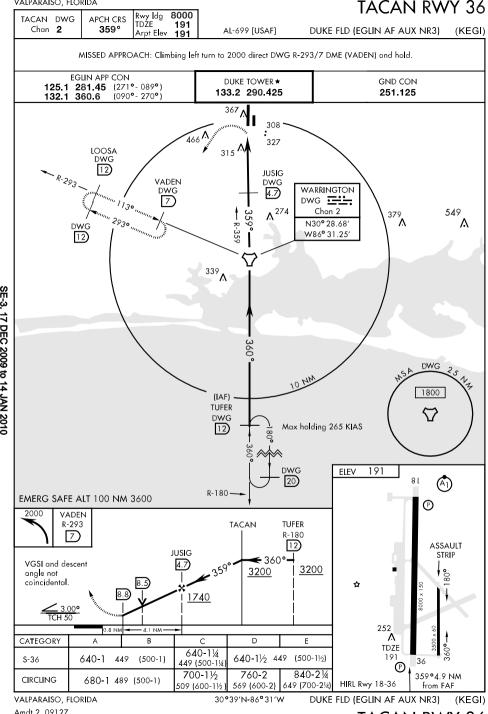
TITUSVILLE, FLORIDA AL-9265 (FAA) Rwy Idg 2532 GPS RWY 33 APP CRS TDŹE 30 341° TITUSVILLE/ARTHUR DUNN AIR PARK (X21)Apt Elev 30 77 Use Space Coast Rgnl altimeter setting; when not MISSED APPROACH: Climb to 2000 direct OAKIE WP ANA received, use Orlando Intl altimeter settina. and hold. AWOS-3 UNICOM ORLANDO APP CON 119.725 123.0 (CTAF) 0 134.95 281.425 NSA RW 33 25 My 3000  $\bigcirc$ 293 ∆<sup>150</sup> 243 520**^**. 583 SE-3, 17 DEC 2009 to 14, IAN 2010 (FAF) FEEDER FACILITY ENROUTE FACILITIES KIQTÚ NoPT for northbound (IAF) arrivals on MLB VOR/DME NDIA airway radial 343. Rwy 4U ldg 1690' Rwy 22U ldg 1508' Rwy 33 ldg 2532' ELEV 30 2000 OAKIE INDIA One Minute Holding Pattern Δ KIQTU 2000 **RW33** 1600 341 VGSI and descent 2.87 anales not coincident. TCH 45 5 NM 6.7 NM D CATEGORY Α 740-2 S-33 740-1 710 (800-1) NA 710 (800-2) TDZE 30 760-2 CIRCLING 740-1 710 (800-1) NA 730 (800-2) ORLANDO INTL ALTIMETER SETTING MINIMUMS 341° to 800-1 800-21/4 800-11/4 RW33 S-33 NA 770 (800-1) 770 (800-11/4) 770 (800-21/4) 800-1 800-11/4 800-21/4 CIRCLING NA MIRL Rwy 15-33 ( 770 (800-1) 770 (800-11/4) 770 (800-21/4)

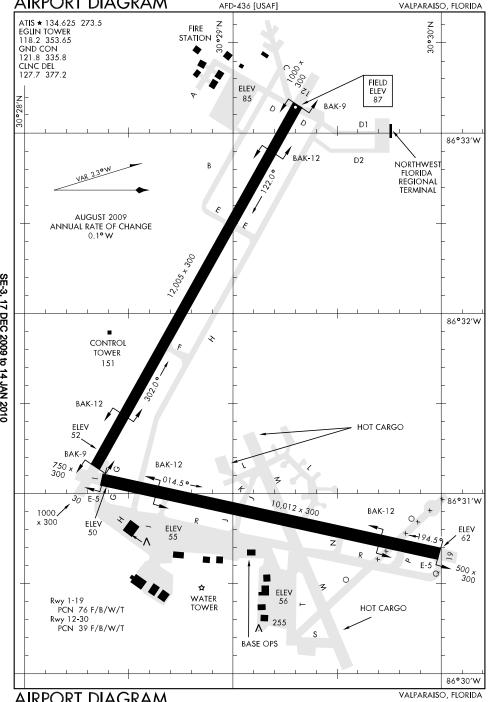


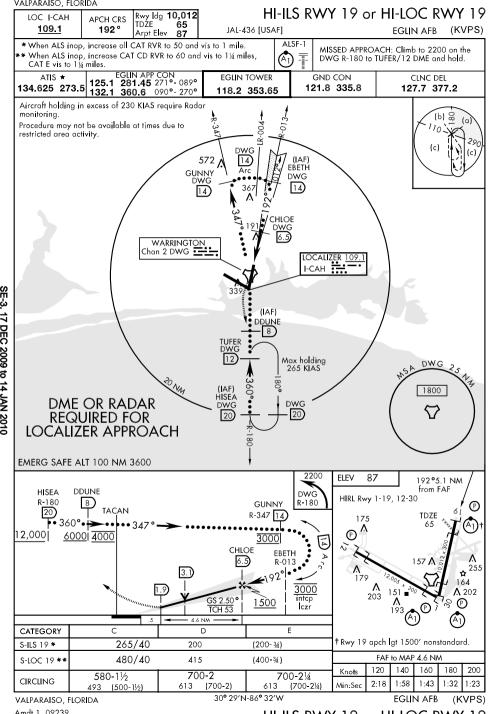


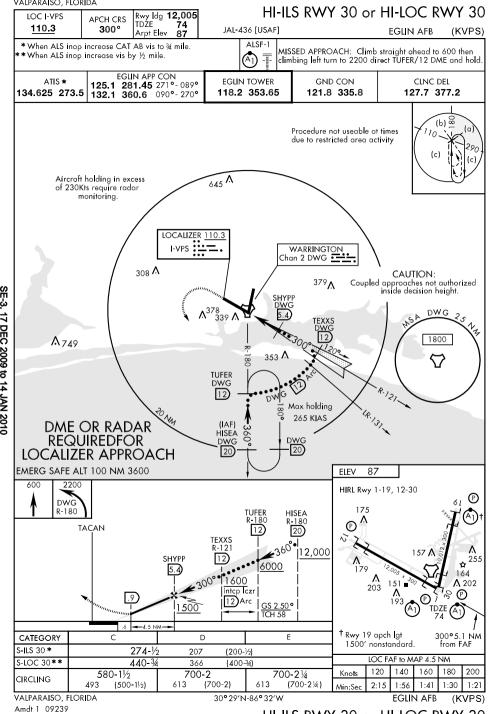


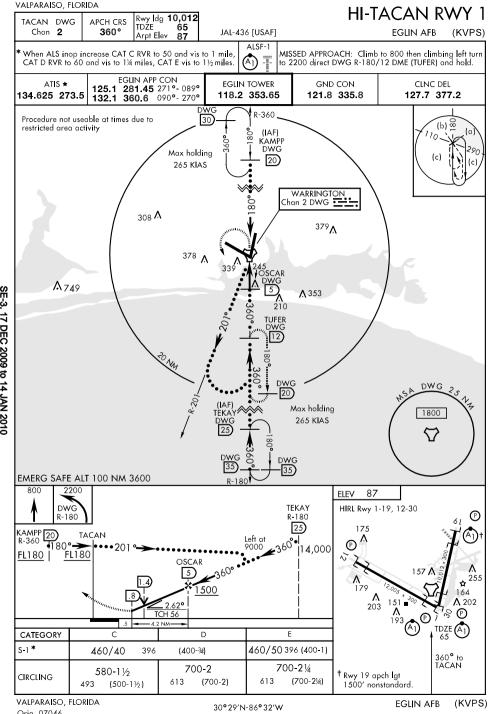


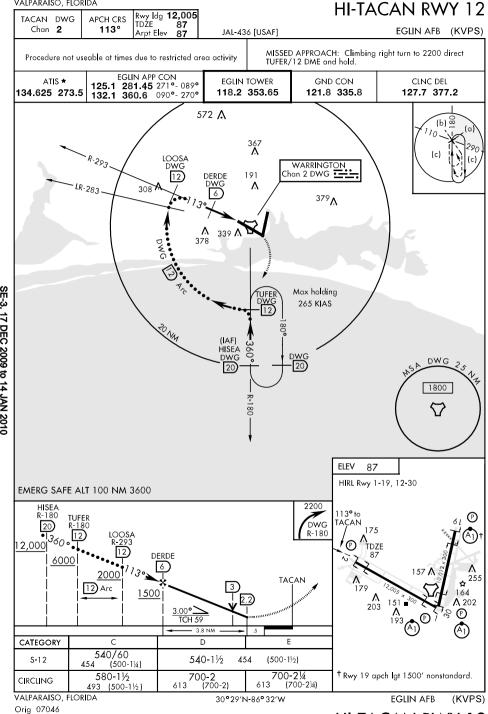


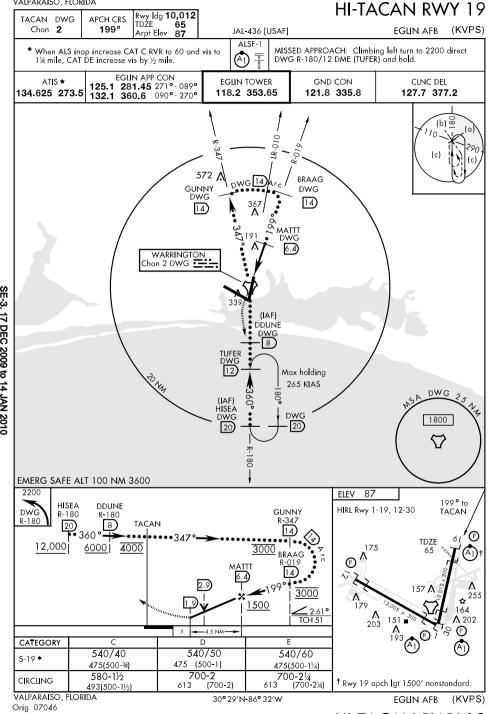


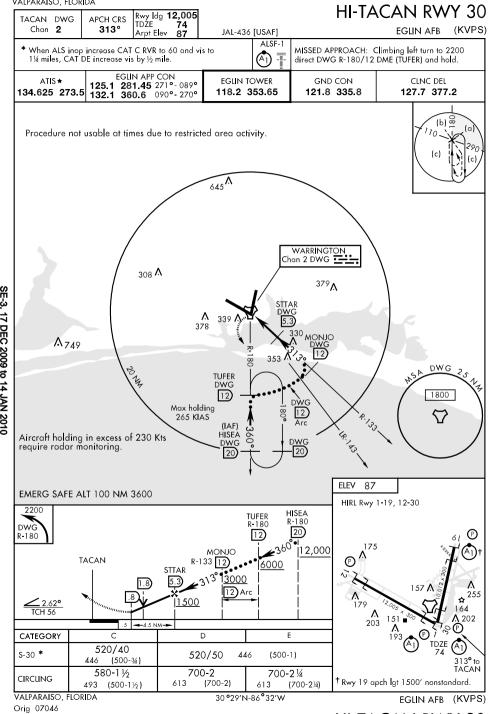


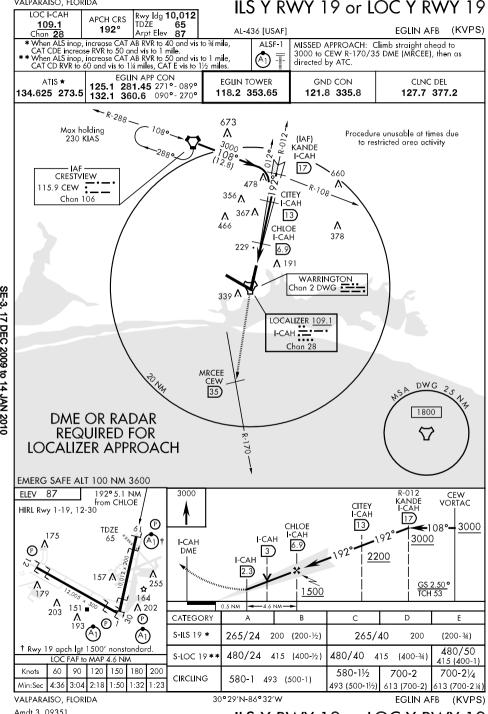


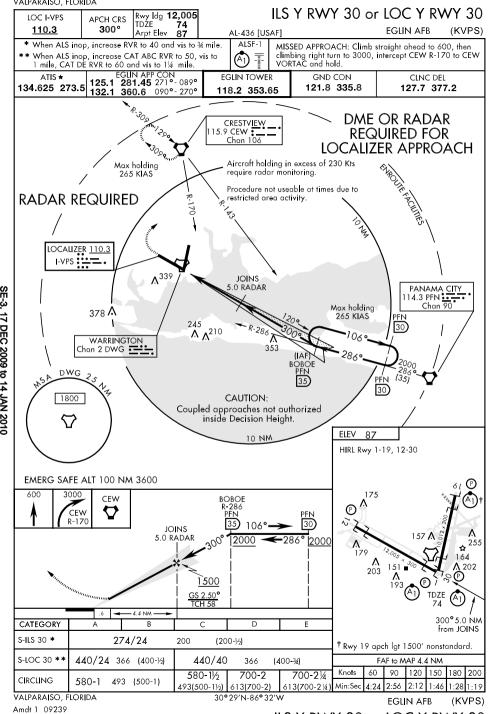


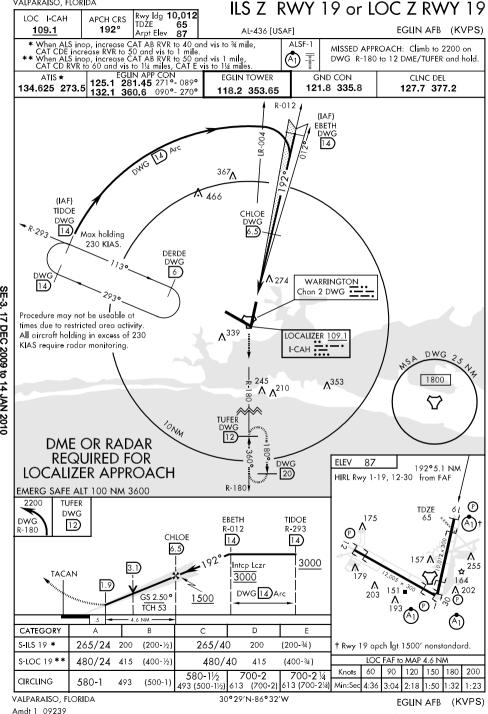


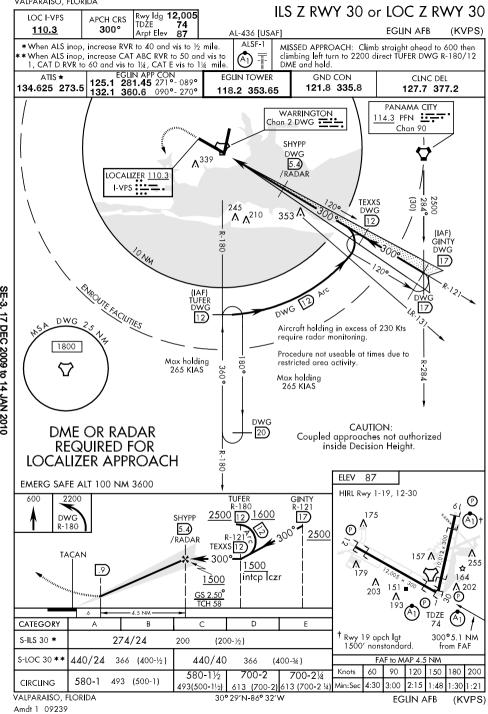


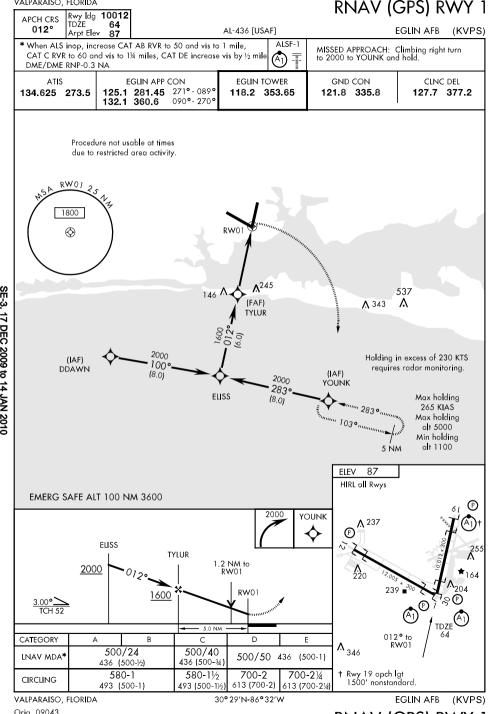


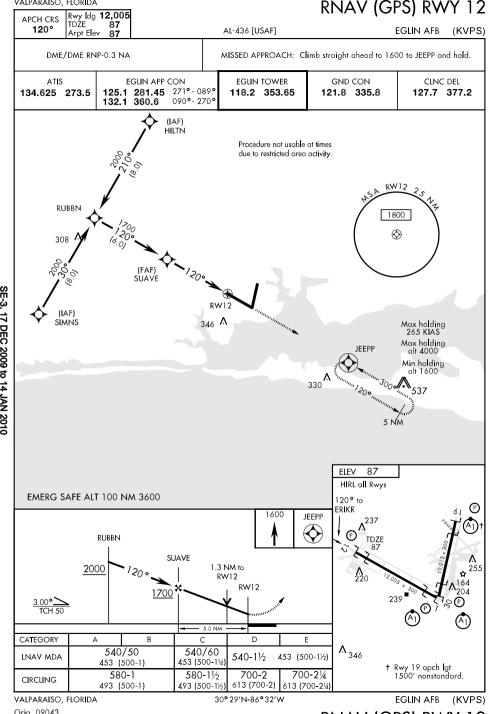


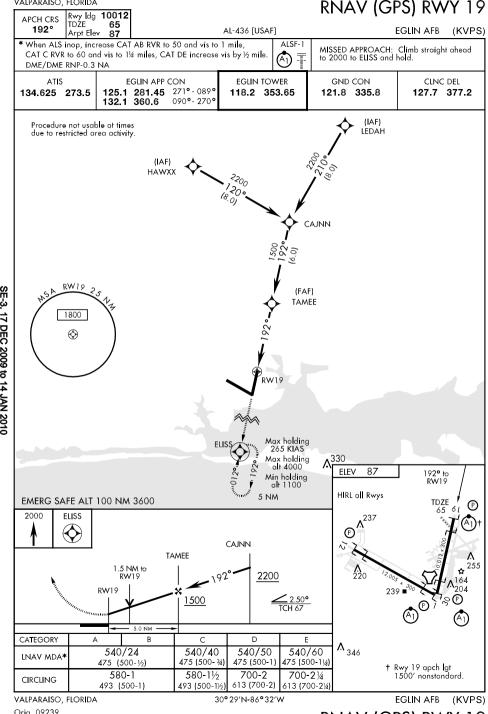


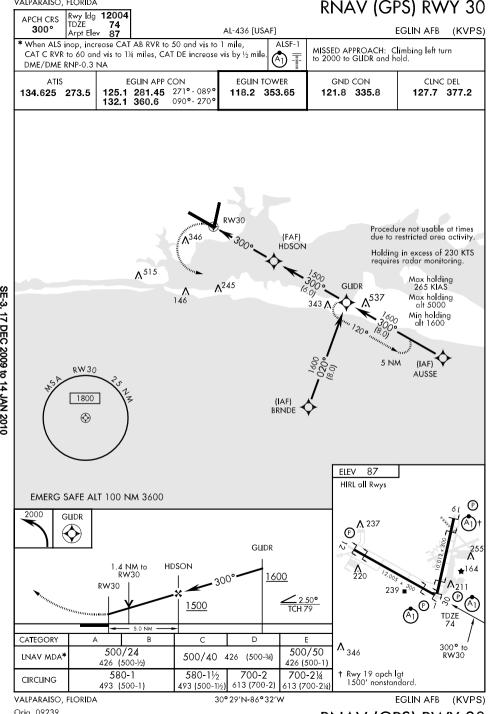


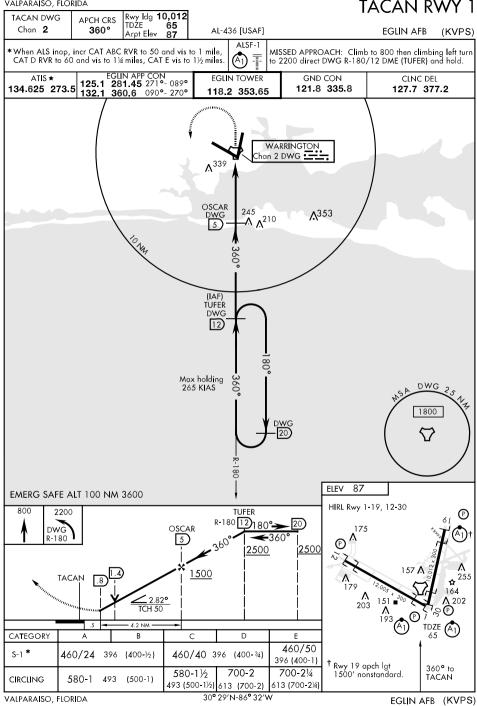


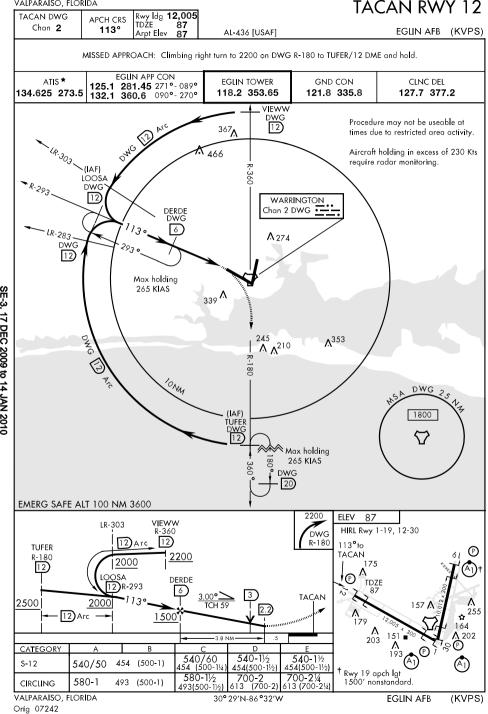


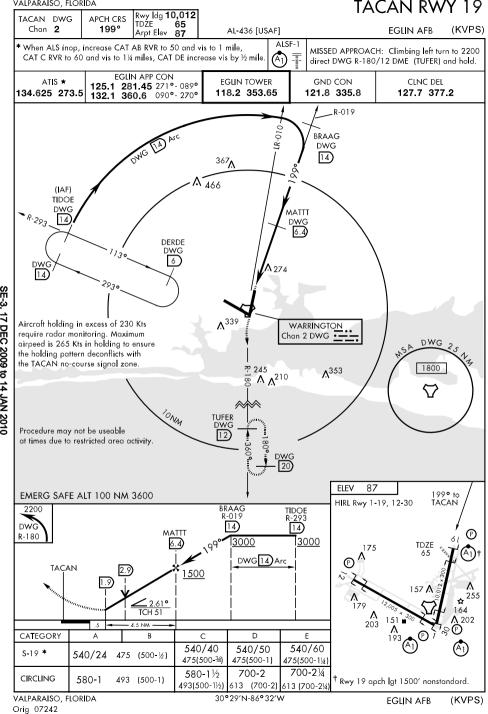


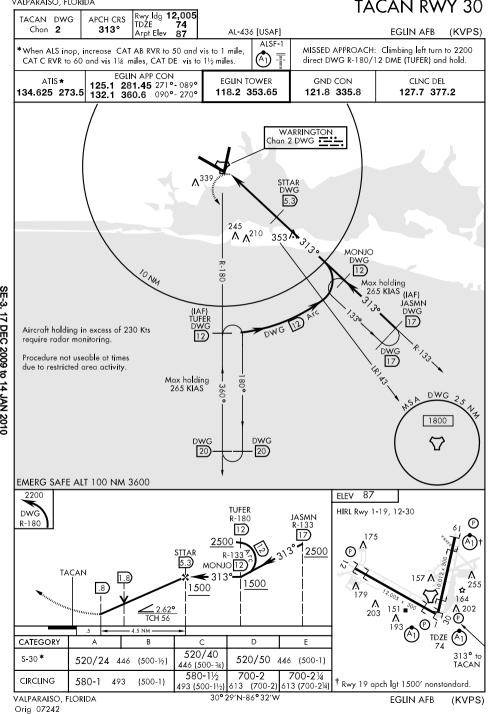


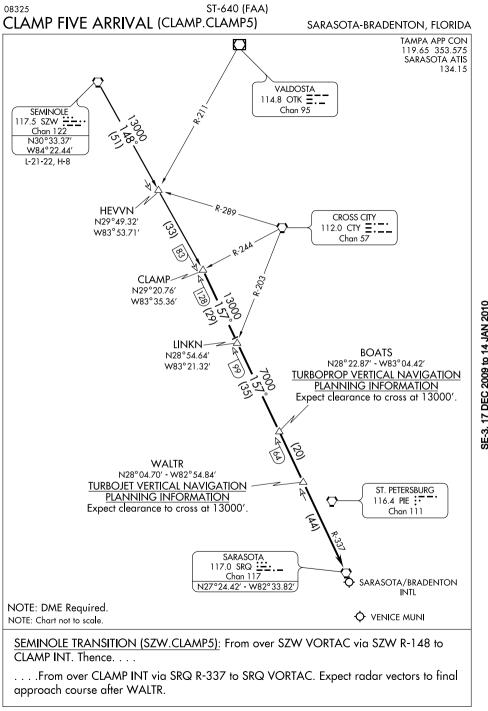


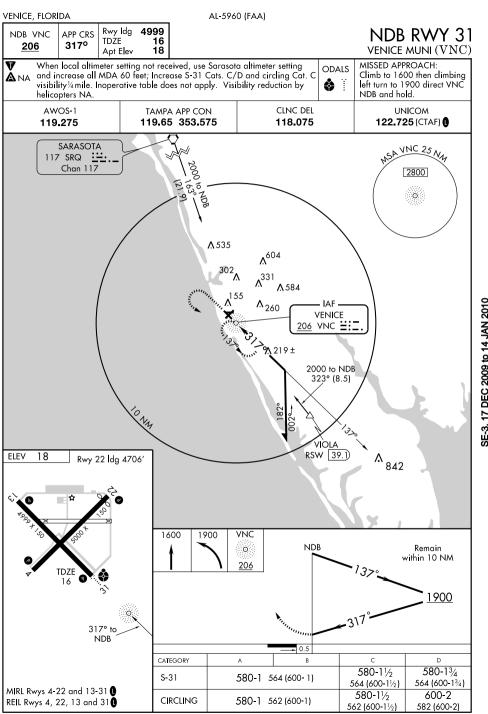


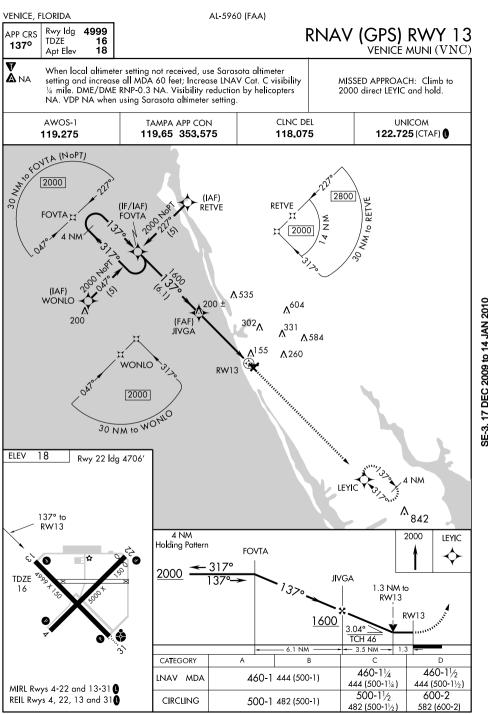


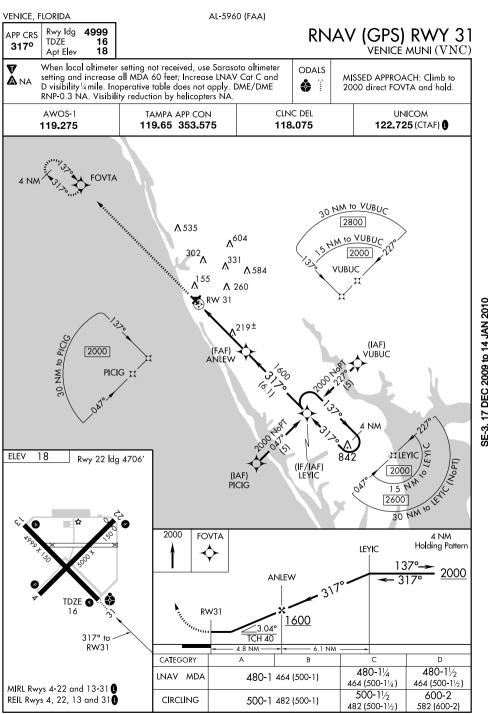


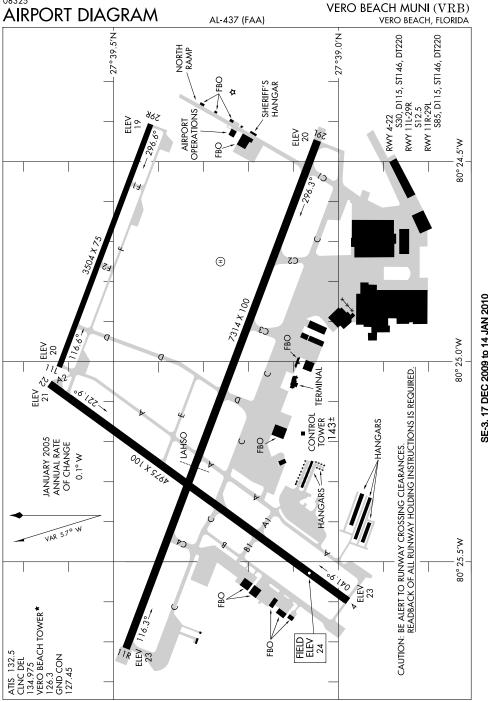


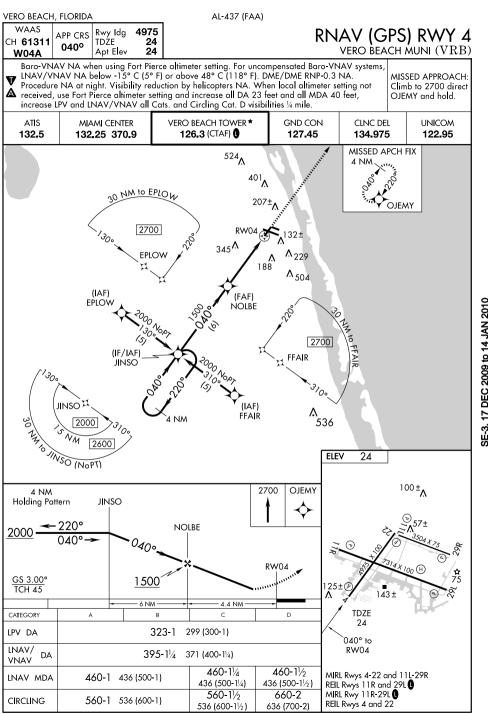


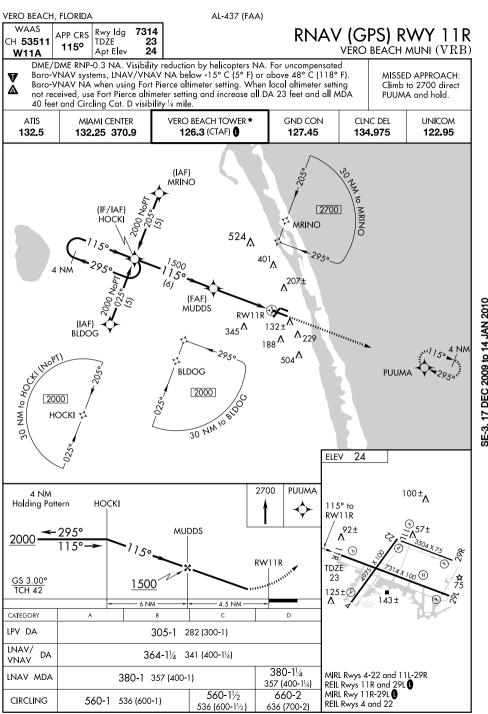


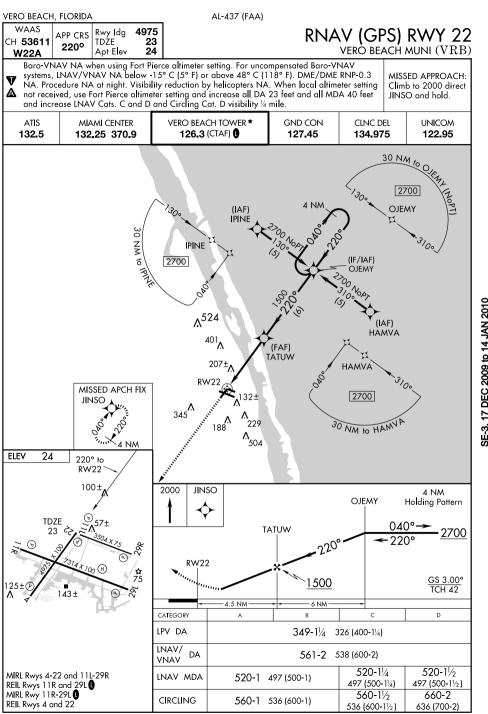


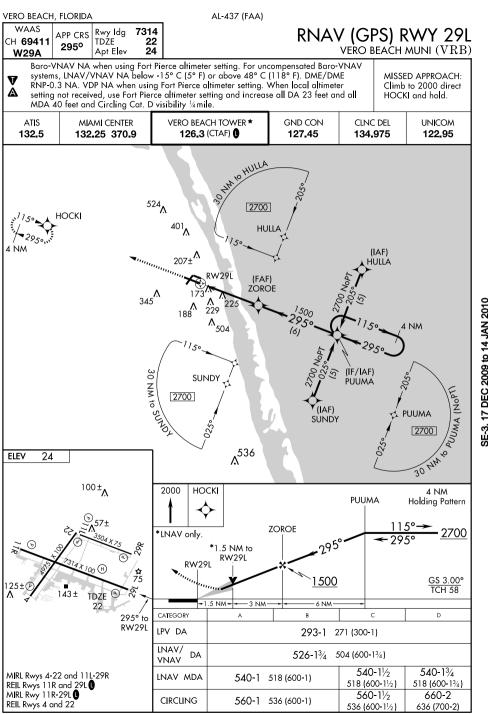


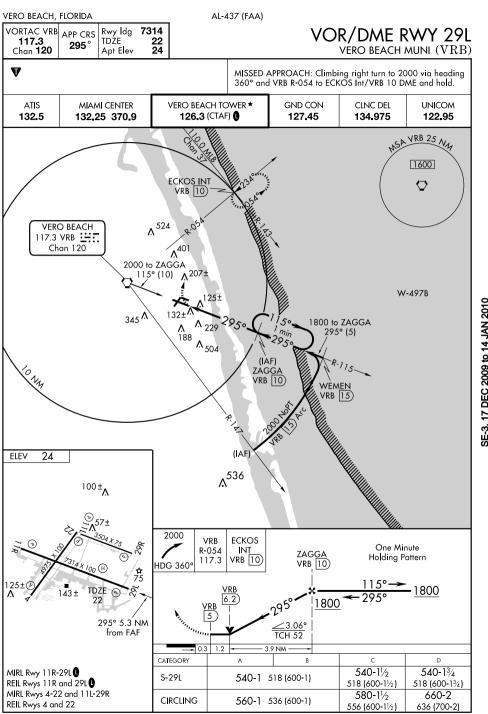


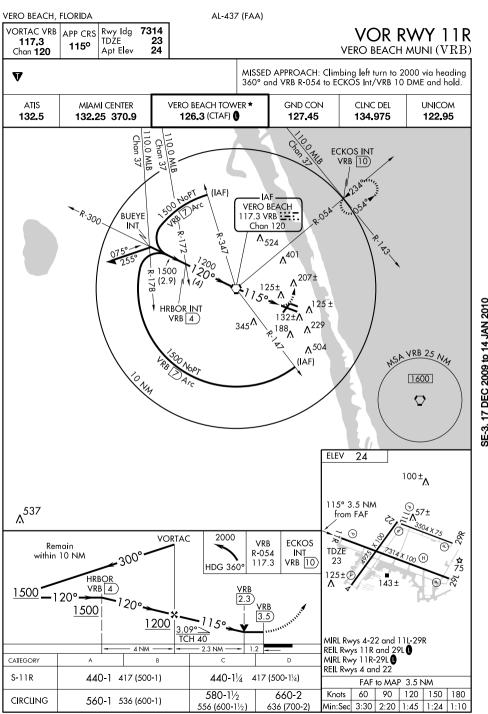


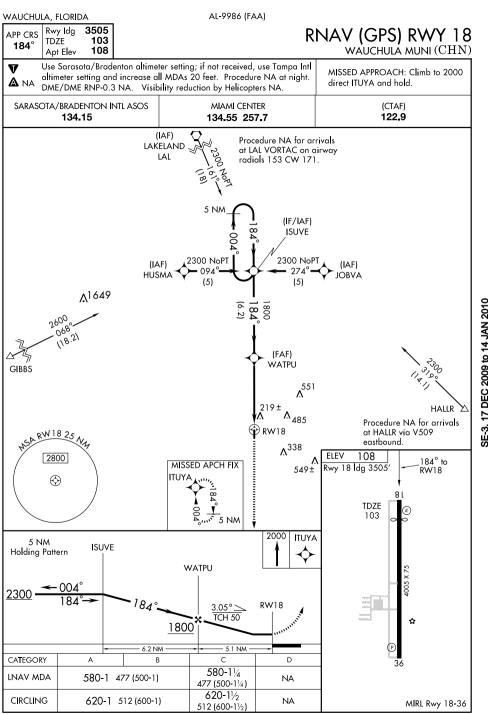


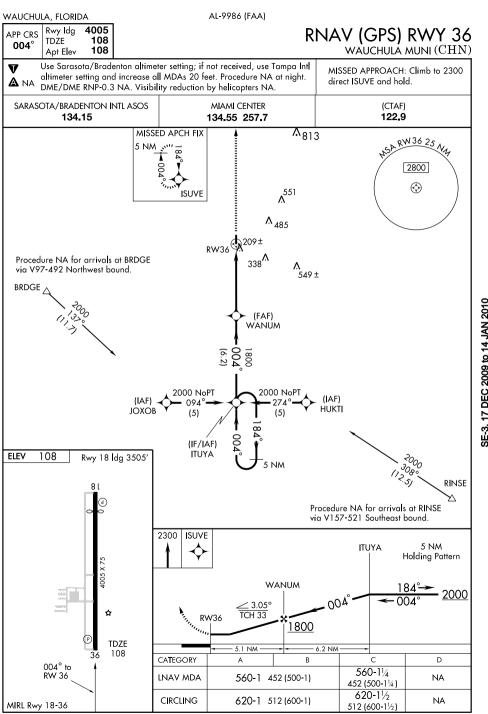




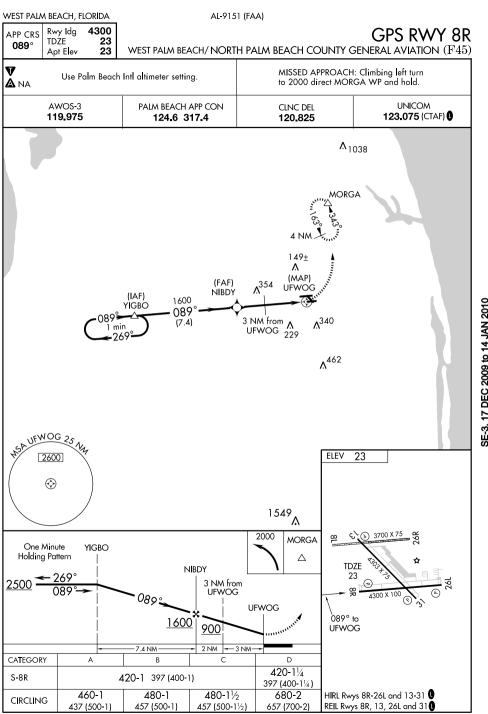


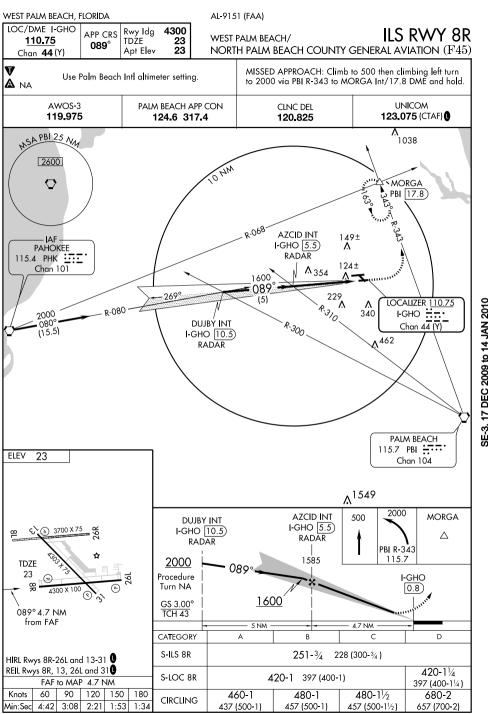


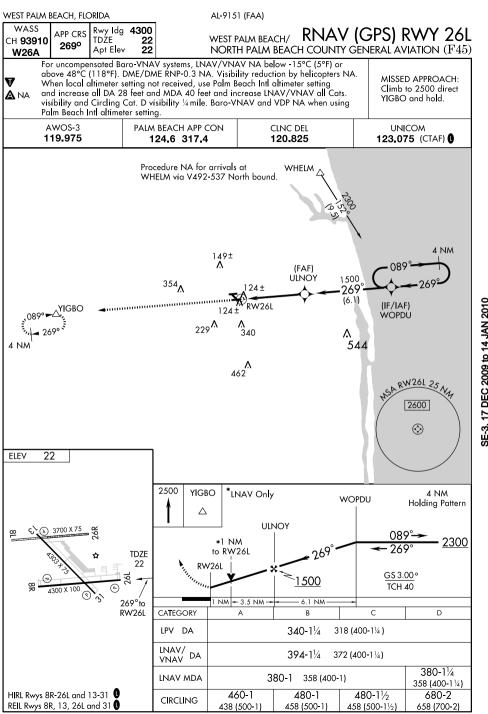


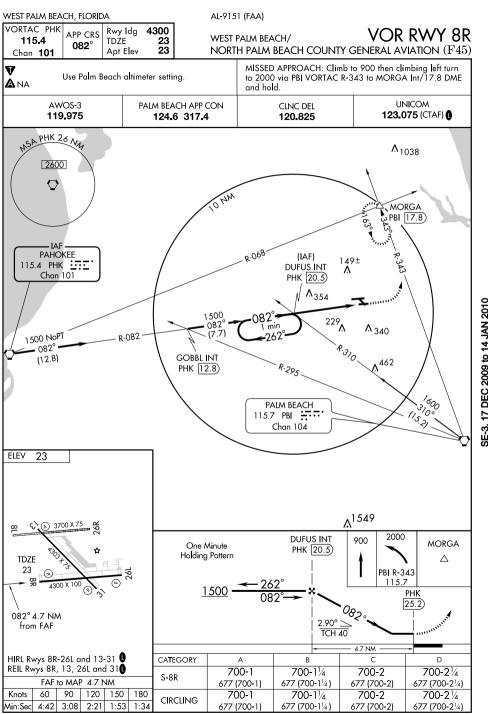


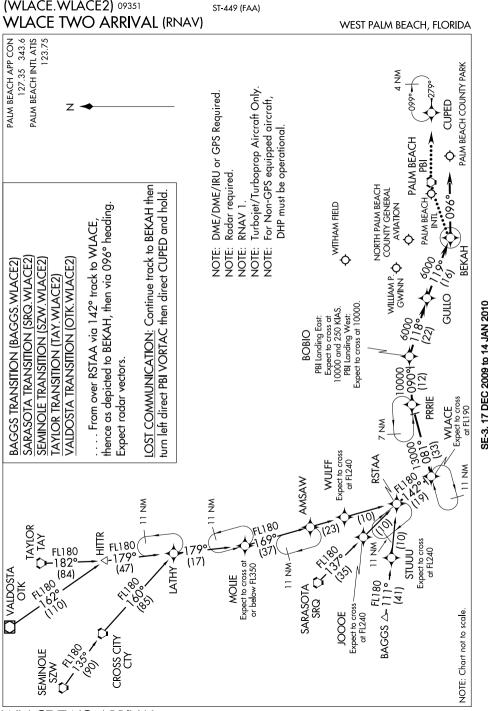
(FRWAY.FRWAY3) 09351 ST-449 (FAA) FRWAY THREE ARRIVAL (RNAV) WEST PALM BEACH, FLORIDA PALM BEACH APP CON 124.6 317.4 ORMONE **BEACH** AYBID TRANSITION (AYBID.FRWAY3) OMN ORMOND BEACH TRANSITION (OMN.FRWAY3) VERO BEACH TRANSITION (VRB.FRWAY3) . . . . From over FRWAY via 224° track to TUNNE, thence as depicted to CASKI. FILBE LOST COMMUNICATIONS: Continue track to CASKI then turn left direct PBI VORTAC direct CUPED and hold 12 NM OBEYS NOTE: DME/DME/IRU or GPS required. NOTE: RNAV 1. NOTE: Radar required. SE-3, 17 DEC 2009 to 14, IAN 2010 NOTE: Turbojet/Turboprop HURDE aircraft only. VERO BEACH **VRB** TUXXI Expect to cross at 10000 NOTE: Aircraft landing North Palm Beach County General Aviation (F45) via AYBID **SWOMP** Expect to cross at 8000 transition only. NOTE: For non-GPS equipped aircraft: Ormond Beach and Vero Beach transition-PHK STOOP and PBI must be operational; AYBID transition-PHK, PBI and VRB must be operational. **FRWAY** WILLIAM P. Landing West: **GWINN** NORTH PALM BEACH Expect Radar Vectors COUNTY GENERAL after FRWAY CASKI AVIATION Landing East: Expect TUNNE Radar Vectors after CASKI SANZZ (19)4 NM PALM BEACH INTL PALM BEACH **CUPED** PBI NOTE: Chart not to scale.



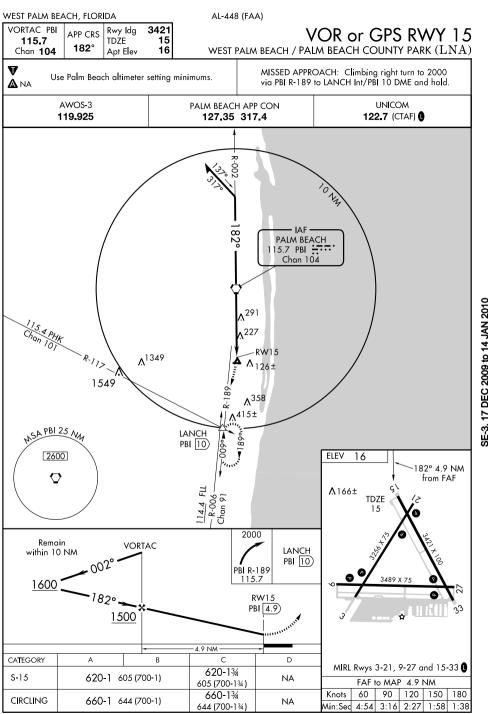


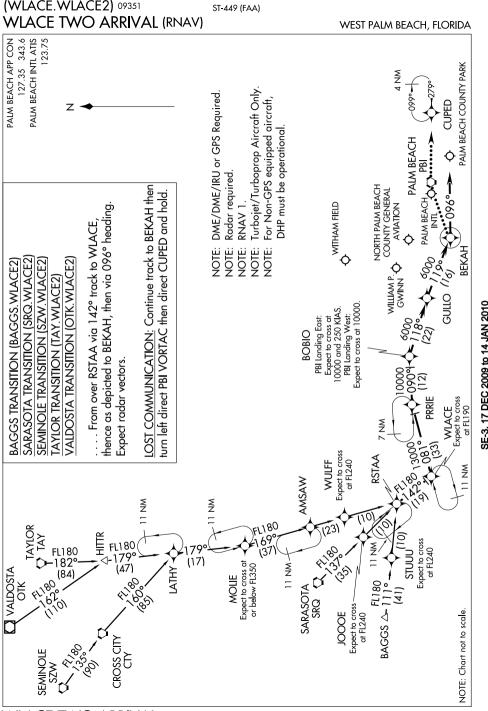


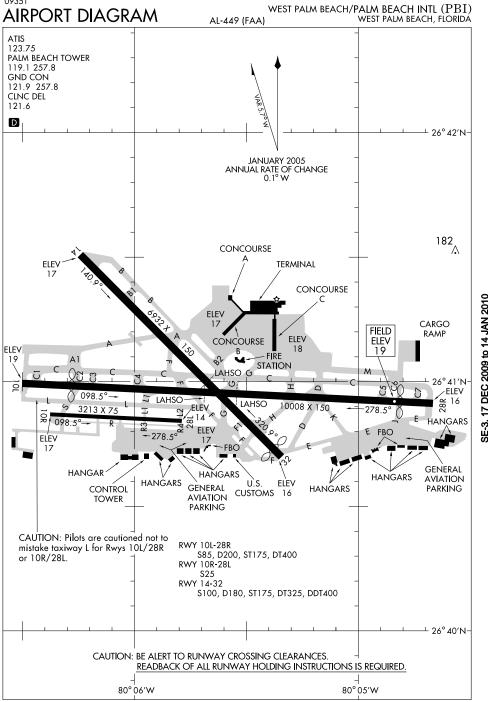


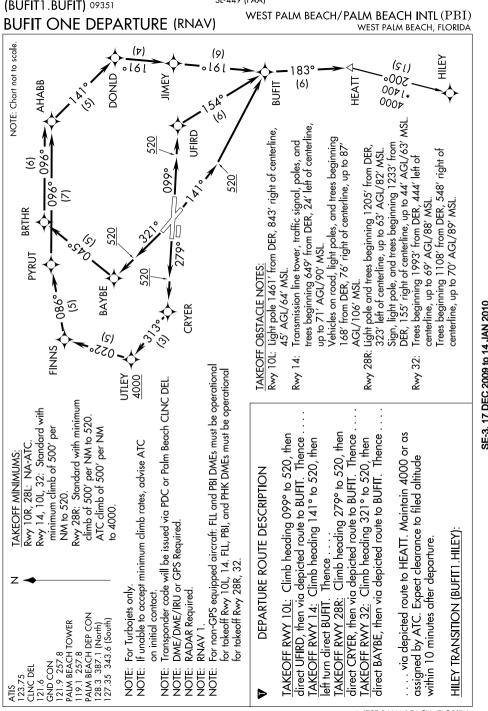


(TUXXI.TUXXI1) 07298 ST-449 (FAA) TUXXI ONF ARRIVAL WEST PALM BEACH, FLORIDA PALM BEACH APP CON ARRIVAL DESCRIPTION 124.6 317.4 PALM BEACH INTL ATIS 123.75 ORMOND BEACH ORMOND BEACH TRANSITION (OMN.TUXXI1): 112.6 OMN == From over OMN VORTAC via OMN R-147 to HURDE Chan 73 N29°18.20′ INT then via PBI R-359 to STOOP INT thence W81°06.76′ VERO BEACH TRANSITION (VRB.TUXXI1): L-21-23-24, H-8 From over VRB VORTAC via VRB R-143 to TUXXI INT then via PBI R-359 to STOOP INT thence... FILBE N28°42.14′ W80° 40.60′ . . . From over STOOP INT, depart STOOP INT heading 160° and expect radar vectors to final approach course. **OBEYS** N28°10.51′ - W80°17.94′ TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION SE-3, 17 DEC 2009 to 14, IAN 2010 Expect to cross at FL240 **HURDE** N28°01.51 W80°11.55′ VERO BEACH 117.3 VRB ::: Chan 120 N27°40.71′ W80° 29.38′ L-23-24, H-8 10000 TUXXI N27°19.08′ - W80°08.19′ 143 TURBOJET VERTICAL **NAVIGATION** PLANNING INFORMATION Expect to cross at 10,000' NOTE: Turbojets and છ્થ Turboprops only. NOTE: DME Required. STOOP 127°15.19′ - W80°07.88′ PAHOKEE Expect Radar Vectors 115.4 PHK .... to Final Approach Chan 101 course. PALM BEACH WILLIAM P. GWINN 11*5.7* PBI ≒ ... Chan 104 N26°40.80′ PALM BEACH INTL W80° 05.19′  ${f Q}_{\sf PALM}$  beach county park BOCA RATON 🗘 NOTE: Chart not to scale.

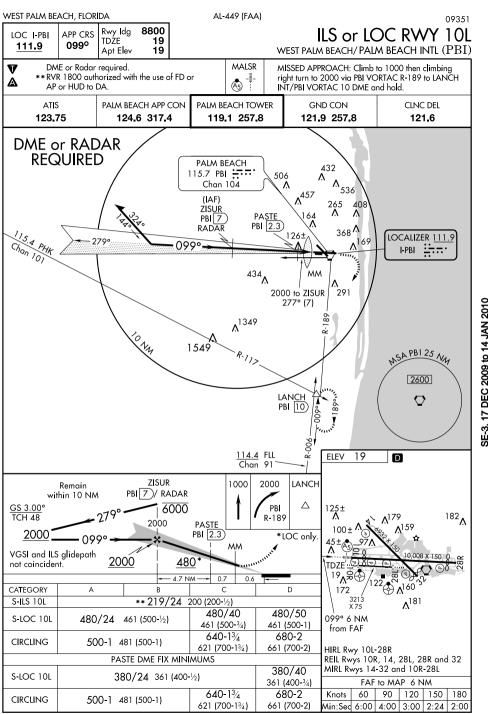


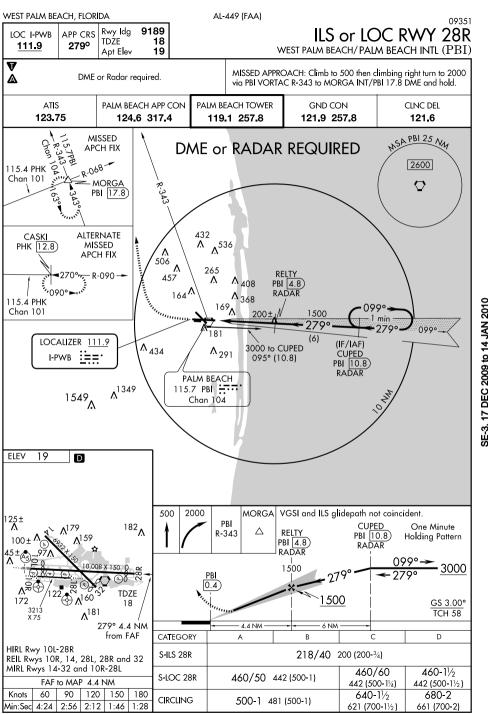


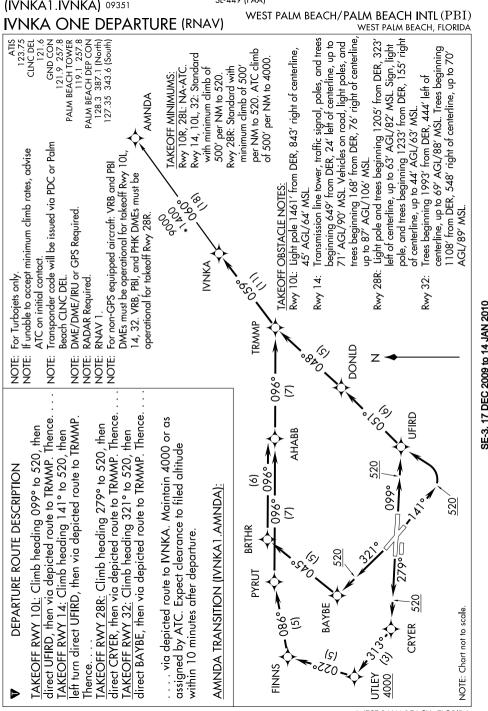


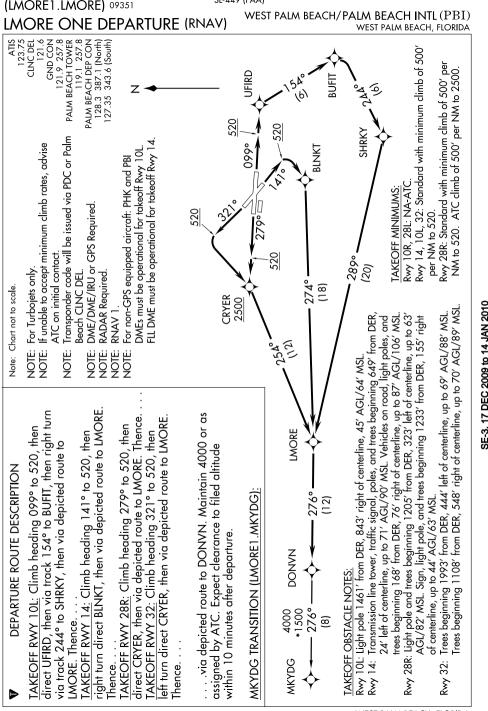


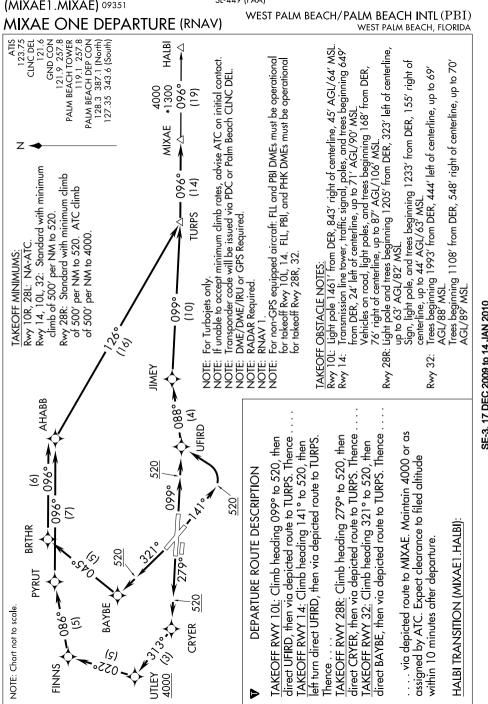
(FRWAY.FRWAY3) 09351 ST-449 (FAA) FRWAY THREE ARRIVAL (RNAV) WEST PALM BEACH, FLORIDA PALM BEACH APP CON 124.6 317.4 ORMONE **BEACH** AYBID TRANSITION (AYBID.FRWAY3) OMN ORMOND BEACH TRANSITION (OMN.FRWAY3) VERO BEACH TRANSITION (VRB.FRWAY3) . . . . From over FRWAY via 224° track to TUNNE, thence as depicted to CASKI. FILBE LOST COMMUNICATIONS: Continue track to CASKI then turn left direct PBI VORTAC direct CUPED and hold 12 NM OBEYS NOTE: DME/DME/IRU or GPS required. NOTE: RNAV 1. NOTE: Radar required. SE-3, 17 DEC 2009 to 14, IAN 2010 NOTE: Turbojet/Turboprop HURDE aircraft only. VERO BEACH **VRB** TUXXI Expect to cross at 10000 NOTE: Aircraft landing North Palm Beach County General Aviation (F45) via AYBID **SWOMP** Expect to cross at 8000 transition only. NOTE: For non-GPS equipped aircraft: Ormond Beach and Vero Beach transition-PHK STOOP and PBI must be operational; AYBID transition-PHK, PBI and VRB must be operational. **FRWAY** WILLIAM P. Landing West: **GWINN** NORTH PALM BEACH Expect Radar Vectors COUNTY GENERAL after FRWAY CASKI AVIATION Landing East: Expect TUNNE Radar Vectors after CASKI SANZZ (19)4 NM PALM BEACH INTL PALM BEACH **CUPED** PBI NOTE: Chart not to scale.

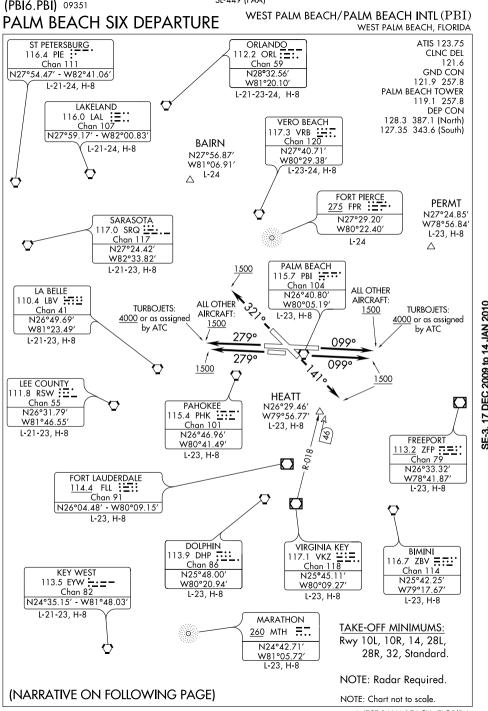












DEPARTURE ROUTE DESCRIPTION

(PBI6.PBI) 09351

77

TURBOJETS:

TAKEOFF RWY 10L: Climb heading 099° to 4000 or as assigned by ATC.

thence. . . . TAKEOFF RWY 14: Climb heading 141° to 1500, thence. . . .

TAKEOFF RWY 28R: Climb heading 279° to 4000 or as assigned by ATC, thence. . . .

TAKEOFF RWY 32: Climb heading 321° to 1500, thence. . . .

ALL OTHER AIRCRAFT:

TAKEOFF RWY 10R: Climb heading 099° to 1500, thence. . . . TAKEOFF RWY 10L: Climb heading 099° to 1500, thence. . . .

TAKEOFF RWY 14: Climb heading 141° to 1500, thence. . . .

TAKEOFF RWY 28R: Climb heading 279° to 1500, thence. . . . TAKEOFF RWY 28L: Climb heading 279° to 1500, thence. . . . TAKEOFF RWY 32: Climb heading 321° to 1500, thence. . . .

. . . . Expect radar vectors to assigned/filed route. Expect further

clearance to filed altitude 10 minutes after departure.

TAKE OFF OBSTACLE NOTES: Rwy 10R: Antenna on hanger 177' from DER, 450' right of centerline, 38' AGL/57' MSL.

Rwy 10L: Light pole 1461' from DER, 843' right of centerline, 45' AGL/64' MSL.

63' AGL/82' MSL.

centerline, up to 87' AGL/106' MSL.

24' left of centerline, up to 71' AGL/90' MSL.

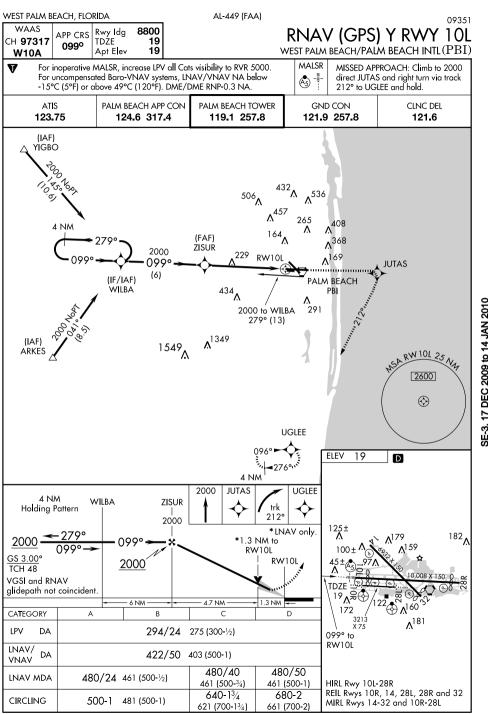
Rwy 14: Transmission line tower, traffic signal, poles, and trees beginning 649' from DER,

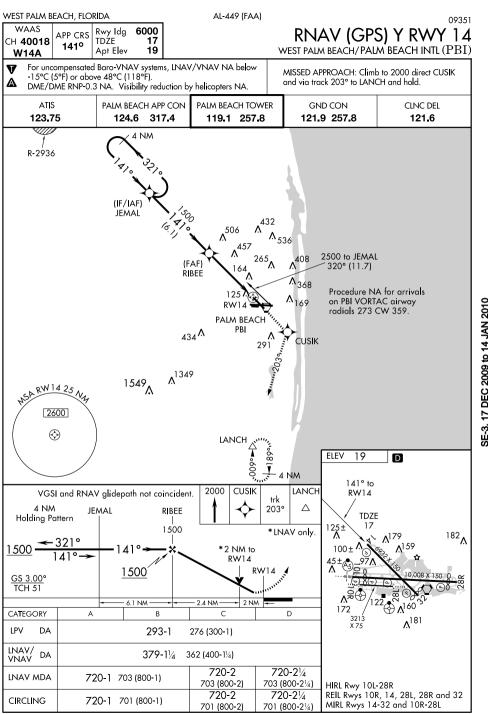
Vechicles on road, light poles, and trees beginning 168' from DER, 76' right of

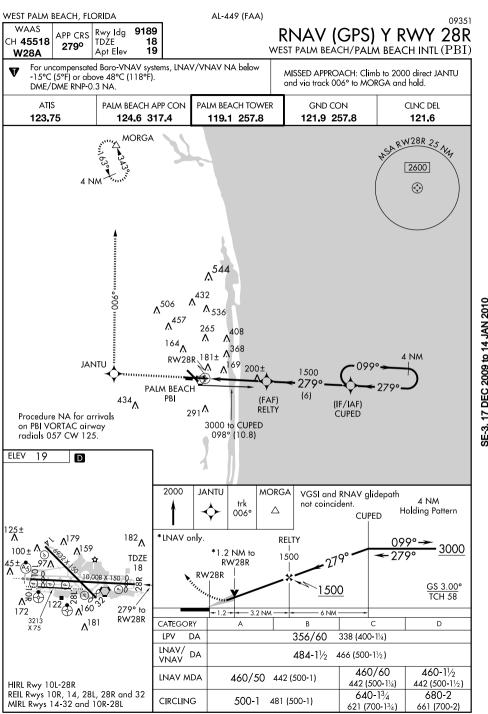
Rwy 28R: Light pole and trees beginning 1205' from DER, 323' left of centerline, up to

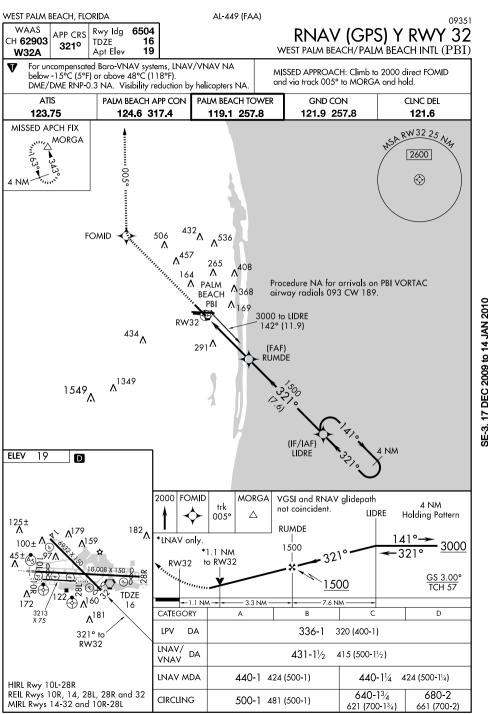
Sign, light pole, and trees beginning 1233' from DER, 155' right of centerline, up to 44' AGL/63' MSL. Rwy 32: Trees beginning 1993' from DER, 444' left of centerline, up to 69' AGL/88' MSL. Trees beginning 1108' from DER, 548' right of centerline, up to 70' AGL/89' MSL.

SE-3 17 DEC 2009 to 14 JAN 2010









TAKEOFF OBSTACLE NOTES:  Rwy 10: Light pole 1461' from DER, 843' right of centerline, 45' AGL/64' MSL.  Rwy 14: Transmission line tower, traffic signal, poles, and trees beginning 649' from DER, 24' left of centerline, up to 71' AGL/90' MSL.  Vehicles on road, light poles, and trees beginning 1268' from DER, 76' right of centerline, up to 87' AGL/106' MSL.  Rwy 28R: Light pole and trees beginning 1205' from DER, 323' felf of centerline, up to 44' AGL/63' MSL.  Sign, light pole and trees beginning 1233' from DER, 155' right of centerline, up to 44' AGL/63' MSL.  Rwy 32: Trees beginning 1993' from DER, 444' left of centerline, up to 69' AGL/88' MSL.  Trees beginning 1108' from DER, 548' right of centerline, up to 70' AGL/89' MSL.	NOTE: For Turbojets only.  NOTE: For Turbojets only.  NOTE: I fundble to accept minimum climb rates,  a curo Della Good will be issued via PDC  Transponder code will be issued via PDC  Transponder code will be issued via PDC  OF POINT BEACH TOWER  NOTE: DME/DME/IRU or GPS Required.  NOTE: RADAR Required.  NOTE: RADAR Required.  NOTE: RADAR Required.  NOTE: ROWY 1.  PBI DMEs must be operational.  Rwy 10R, 28L: NA-ATC.  Rwy 14, 10L: Standard with minimum climb of 500' per NM to 520.  Rwy 28R, 32: Standard with minimum climb of 500' per NM to 520. ATC climb of 500' per NM to 4000.	(TBIRD1.TBIRD) 09351 TBIRD ONE DEPARTURE (RNAV)
direct UFIRD, then via depicted route to DIAPR. Thence  TAKEOFF RWY 10 <u>L.</u> Climb heading 099° to 520, then direct UFIRD, then via depicted route to DIAPR. Thence  TAKEOFF RWY 1 <u>4</u> : Climb heading 141° to 520, then left turn direct UFIRD, then via depicted route to DIAPR. Thence  TAKEOFF RWY 28R: Climb heading 279° to 520, then direct CRYER, then via depicted route to DIAPR. Thence  TAKEOFF RWY 32: Climb heading 321° to 520, then left turn direct UTLEY, then via depicted route to DIAPR. Thence  via depicted route to TBIRD. Maintain 4000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.	118)  SMGLR  4000  (3) 32  CRYER 520  CRYER 520  WHABB	(1744) WEST PALM BEACH/PALM BEACH INTL ( WEST PALM BEACH, FI
SHEDS TRANSITION (TBIRD1.SHEDS):	NOTE: Chart not to scale. $\frac{520}{}$	PBI)
SE-3. 17 DE	SE-3. 17 DEC 2009 to 14 JAN 2010	

(TUXXI.TUXXI1) 07298 ST-449 (FAA) TUXXI ONF ARRIVAL WEST PALM BEACH, FLORIDA PALM BEACH APP CON ARRIVAL DESCRIPTION 124.6 317.4 PALM BEACH INTL ATIS 123.75 ORMOND BEACH ORMOND BEACH TRANSITION (OMN.TUXXI1): 112.6 OMN == From over OMN VORTAC via OMN R-147 to HURDE Chan 73 N29°18.20′ INT then via PBI R-359 to STOOP INT thence W81°06.76′ VERO BEACH TRANSITION (VRB.TUXXI1): L-21-23-24, H-8 From over VRB VORTAC via VRB R-143 to TUXXI INT then via PBI R-359 to STOOP INT thence... FILBE N28°42.14′ W80° 40.60′ . . . From over STOOP INT, depart STOOP INT heading 160° and expect radar vectors to final approach course. **OBEYS** N28°10.51′ - W80°17.94′ TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION SE-3, 17 DEC 2009 to 14, IAN 2010 Expect to cross at FL240 **HURDE** N28°01.51 W80°11.55′ VERO BEACH 117.3 VRB ::: Chan 120 N27°40.71′ W80° 29.38′ L-23-24, H-8 10000 TUXXI N27°19.08′ - W80°08.19′ 143 TURBOJET VERTICAL **NAVIGATION** PLANNING INFORMATION Expect to cross at 10,000' NOTE: Turbojets and છ્થ Turboprops only. NOTE: DME Required. STOOP 127°15.19′ - W80°07.88′ PAHOKEE Expect Radar Vectors 115.4 PHK .... to Final Approach Chan 101 course. PALM BEACH WILLIAM P. GWINN 11*5.7* PBI ≒ ... Chan 104 N26°40.80′ PALM BEACH INTL W80° 05.19′  ${f Q}_{\sf PALM}$  beach county park BOCA RATON 🗘 NOTE: Chart not to scale.

